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Library, Supreme Court

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Lighting Up Time: 7.06 p.m.
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Low Water: 1.28 a.m.

PROOF!!
In the Davis Cup, out of 23
Countries entered to date, 16
have decided to use the
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For better Tennis, PLAY
DUNLOP, the ball which has
totally the largest number
of tennis successes ever achieved
with heavy tennis ball.
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ENGLAND'S TEST TEAM.

THIRTEEN PLAYERS SELECTED.

DULEEPSINHJI AND ROBINS INCLUDED.

A FEW SURPRISES.

London, June 6.
It was officially announced to-
day that England's team for the
first Test match against the
Australians, which will start at
Nottingham on June 13 and will
last for four days, will be
selected from the following
thirteen players:

A. P. F. Chapman (Kent-Cap-
tain).

G. Duckworth (Lancashire).

K. S. Duleepsinhji (Sussex).

W. R. Hammond (Gloucester).

E. Hendren (Middlesex).

J. Hobbs (Surrey).

H. Larwood (Notts.).

R. W. V. Robins (Middlesex).

H. Sutcliffe (Yorkshire).

M. W. Tate (Sussex).

R. Tyldesley (Lancashire).

Jack White (Somerset).

F. E. Woolley (Kent).

Chapman.—It was under the
leadership of the old Uppington
boy and Cambridge Blue that Eng-
land regained the "Ashes" in the
Test at the Oval in 1926 and kept
them as a result of the 1928-1929
visit. He also captained the
Motherland in the Home Test
matches against the West Indies
and throughout the early part of
the present season has been a
strong candidate for the leader-
ship of the team. Appearing for
Gentlemen v Players at Lord's at
the age of 20, his breezy batting
and alert fielding in the country
at once made him a public
favourite, but since then he has
put on weight and now fields much
nearer to the wicket. Born at
Reading, September 3, 1900.

Duckworth.—It is not generally
known that the Lancashire wicket
keeper, who performed so well for
England during the last tour in
Australia, qualified for Warwick-
shire and played the first County
game of his career against Glouces-
tershire. Duckworth possessed
no chance of superseding Smith,
and on the retirement of Blomley
he had the good fortune to step
into the Lancashire vacancy. In
1923 he was picked for the
Players v. Gentlemen at Lord's and
in the following year got a place
in the England team v. South
Africa at Old Trafford. Rain
spoiled any chance of distinction
there. When the West Indies paid
their visit in 1923 he appeared in
the third Test at the Oval and
then followed his selection for
Australia, where he kept in all the
tests. Born at Warrington on
May 9, 1901.

Duleepsinhji.—His right to play
for England has been eagerly
discussed this year and general
satisfaction will be felt at
his inclusion in the team. He
began his education at Cheltenham
College where he captained the
cricket team in 1923. In 1925 he
played for Cambridge in the Varsity
match as a Freshman and then
made his debut at Lord's. He
appeared three times for the Light
Blues and in 1927 put up his own
individual record of 254 not out.
His crowning triumph in English
cricket occurred last August at
Hastings when he scored 115 and
246 for Sussex against Kent. He
put up a number of fine scores on
tour. Born in India on June 13,
1905.

Hammond.—No professional ex-
cept perhaps Jack Hobbs,
has attracted more attention
since the war than Ham-
mond. He put the seal on his
fame in 1928-29 when he toured
Australia with the M. C. C. Dur-
ing that season he beat a record
previously held by Sutcliffe with
regard to the highest Test
aggregate in one campaign, by
scoring 905 runs and securing an
average of 113.12. His inning
of 251 at Sydney was the second
best of a long series of matches
and his own highest score. His
previous best was 250 not out against
Lancashire in 1925. He has also
toured South Africa. He was
born at Dover on June 19, 1903.
(Continued on Page 14.)

"RUNS" ON CHINESE BANKS.

MANY DEPOSITORS WITH- DRAW THEIR MONEY.

EXCHANGE EFFECTS.

Consequent on the reports of
two prominent native banks hav-
ing failed, there was a "run" on
the Industrial and Commercial
Bank, Limited, in the Queen's
Road Central, and the Bank of
East Asia, in Des Voeux Road
Central, yesterday and this morn-
ing.

A representative of the Telegraph
visited the two banks this morning
and found hundreds of Chinese
depositors awaiting an opportu-
nity to withdraw their deposits.
In a statement to our representa-
tive the officials of the two banks
said that they had absolutely no
connexions with the two banks
which were alleged to have failed
this week consequent on heavy
speculations in exchange.

Mr. T. H. Lin, the Manager of
the Commercial and Industrial
Bank, told our representative that
his Bank experienced a similar
"run" in 1916 following the failure
in Hongkong of another Chinese
bank which had nothing to do
with the Industrial and Commer-
cial Bank. Mr. Lin added that
yesterday only \$100,000 was
drawn out from the Bank, which
was still in a strong position.
The Industrial and Commercial
Bank opened until eight o'clock
yesterday evening and will remain
open until six o'clock this evening
to permit depositors who wish to
draw their money an opportunity
of doing so.

The Bank of East Asia will like-
wise open the whole day to-day de-
spite the fact that it is Saturday.

CHANNEL TUNNEL.

WHY SCHEME WAS NOT THOUGHT FEASIBLE.

London, June 6.
A White Paper says that the
Channel Tunnel scheme was re-
jected owing to the element of
doubt about the feasibility of its
construction, the weakness of the
economic case, the great cost, the
long period before the capital ex-
pended could fructify, and the
small amount of employment pro-
vided.

The Government, in addition to
the economic and military con-
siderations, reviewed the possible
diplomatic reaction. The Commit-
tee of Imperial defence were un-
able to find a single advantage
from a military viewpoint. On the
contrary, it would increase the
military commitment.—*Reuter.*

THE RESULT OF THE OAKS.

AN EASY WINNER AT SEVEN TO ONE.

London, June 6.
The result of the Oaks, run at
Epsom today, over a course of one
and a half miles, was as follows:
Lord Glanely's Rose of England 1
Lord Howard Walden's Wedding
Favour 2
Lord Beaverbrook's Micmac 3
Fifteen ran, the race being won by
three lengths, with two lengths be-
tween second and third.
Betting was 7/1 Rose of England,
33/1 Wedding Favour, and 33/1
Micmac.
The favourite, Lord Derby's Fair
Isle, at 5/4, was fourth.—*Reuter's
and British Wireless.*

THE WHITSUNTIDE HOLIDAYS.

London, June 6.
Owing to Whitt Monday, no Brit-
ish Official Press will be trans-
mitted on Sunday or mid-day on Mon-
day. The usual service will be re-
sumed 8 p.m. G.M.T. Monday when a
summary of the Indian Statutory
Commission Report will be trans-
mitted.—*British Wireless.*

OCCASIONAL RAIN.

The local weather forecast till
noon to-morrow is: North-west or
variable winds, moderate; generally
overcast, occasional rain.

NATIONALISTS IN JEOPARDY.

DOUBLE THREAT TO GOVERNMENT.

FOREIGN CONCERN OVER THE TSINAN OUTLOOK.

FIERCE BOMBARDMENT

Shanghai, June 6.
For the first time since the
establishment of the National
Government at Nanking, Mar-
shal Chiang Kai-shek is facing
a double military crisis in North
China. In face of the concerted
attacks against him by the
Kwangsi and Kuomintang allies
from Shantung and Hunan, the
Nationalist regime may be seri-
ously jeopardised.

The fall of Changsha in Hunan
has caused great concern and
indignation to the National
Government and its anxiety over
the presence of the "Ironside"
rebels near Hupeh is evidenced by
a Nationalist order issued this
morning instructing the Hankow
and Wuchang Nationalist Com-
manders to mobilise all available
Nationalist troops, consisting of
over 20,000 men, to defend the
Hupeh frontiers.

Tsinanfu Besieged.
A fierce bombardment by the
Shansi rebels against the Nation-
alist defenders at Tsinanfu has
been continuing since Thursday
and it seems that the fighting
along the Tientsin-Pukow Railway
for the possession of Tsinanfu will
greatly endanger the Nationalist
Headquarters at Hsuehowfu.

With the Shansi rebels march-
ing rapidly towards Nanking, the
situation is indeed very pre-
carious and full of grave possi-
bilities.

In many directions along the
Tientsin-Pukow Railway the
Nationalist soldiers are shorten-
ing their defensive lines in an at-
tempt to concentrate on Hsuehow-
fu and Tsinanfu for a final
struggle with the Shansi in-
surgers.

The Shansi and Nationalist
forces are fighting at Changtsing
which is only ten miles to the
south-west of Tsinanfu. The
Shansi Commanders are launching
heavy artillery bombardments on
Changtsing and gun-firing there
could be heard at Tsinanfu
throughout yesterday.

Residents' Panic.
Pandemonium prevails among
the Chinese residents at Tsinanfu
consequent on the presence of
thousands of Nationalist troops
and throughout yesterday the
Chinese shops closed their doors,
suspending business while re-
fugees poured into Tsingtao
travelling along the Tsinanfu
Kiaochow Railway.

General Han Fu-chu, officer
commanding the Nationalist de-
fenders, issued a public statement
this afternoon to the effect that
conditions along the Tsinanfu-
Kiaochow Railway are perfectly
safe because of the presence of
over ten thousand Nationalist
soldiers taking up positions along
the districts.

Japanese bankers have removed
all their bullion at Tsinanfu to
Tsingtao, expecting an early fall
of Tsinanfu to the Northerners.
All American merchants and re-
sidents have withdrawn from the
city, while this morning witnessed
the arrival of a contingent of
Japanese police from Tsingtao.

Members of the family of
General Han Fu-chu are amongst
the thousands of Chinese refugees
who left for Tsingtao yesterday.
Thousands of Nationalist troops
have been leaving Tsinanfu for
Tian and it seems that the
Nationalist troops will soon give
up Tsinanfu to retreat towards
Tian.

Legation Conference.
In view of the critical situation
at Tsinanfu and the serious danger
facing foreigners, a Legation
Conference of the Ministers to China
of Great Britain, the United States
and Japan met yesterday in the
Peking Legation Quarter and had
a discussion regarding Tsinanfu
affairs. It is understood that a
telegram has been dispatched to
the respective Consuls to warn
foreigners to withdraw from
Tsinanfu if the situation does not
improve shortly.
(Continued on Page 14.)

VARSITY TRAGEDY INQUEST.

MURDER AND SUICIDE WHILST OF UNSOUND MIND.

THEFT OF PISTOL

London, June 6.
The inquest was held to-day
on the three victims of the Cam-
bridge University tragedy of Tues-
day last, when a first-year under-
graduate named D. N. Potts shot
dead Professor Alexander Wollas-
ton, his tutor, then shot Detective
Sergeant Willis (who later suc-
cumbed) and finally fatally shot
himself.

The Coroner said that Detective
Sergeant Willis, when he visited
Professor Wollaston's room, had a
warrant for the arrest of Potts.
When Potts was told to come to
the Police Station, he produced a
revolver and fired twice at Willis,
who tried his utmost to save
Professor Wollaston, but was him-
self seriously wounded.

Potts then shot Professor
Wollaston dead and thereafter
shot himself.

The jury returned a verdict of
murder and suicide whilst of un-
sound mind.

The Coroner expressed the
opinion that Potts, who was about
to be arrested for the theft of a
pistol, was temporarily demented
after the strain of being away
from the University without leave
for ten days.—*Reuter.*

Previous reports stated that
Potts was in his tutor's room
being interrogated with regard to
his absence when the tragedy
occurred. Professor Wollaston,
in addition to being a noted
scholar, was a well-known ex-
plorer.

THE DAVIS CUP CONTEST.

AUSTRALIA LEAD OVER ENGLAND.

Eastbourne, June 6.
In the third round of the Davis
Cup Competition, England and Au-
stralia met to-day. The match
is expected to yield the potential
finalists in the European zone
against America.

Australia made an excellent
beginning, winning the first two
singles, although both were keenly
contested.

Crawford (Australia) beat Lee
(England) 3/6, 6/2, 4/6, 6/2, 6/2.
Hopman (Australia) beat Gre-
gory (England) 8/6, 6/4, 9/7.—*Reuter.*

AMERICAN COTTON SITUATION.

STABILISATION CORPORATION TO BE FORMED.

New York, June 6.
Acting on the advice of the
Cotton Advisory Committee that
an emergency exists in the
American cotton market, the
Federal Farm Board announces
the impending formation of a
Cotton Stabilisation Corporation,
similar to that previously formed
for wheat.

It is understood that the
Corporation will take over that
portion of the 1929 crop surplus
now held by co-operative associa-
tions.—*Reuter's American Service.*

GOLF CHAMPIONSHIPS.

THE IRISH AND FRENCH FINALS.

London, June 6.
At Portrush, the final of the
Irish Open Golf Championship
was won by C. Whitcombe, with a
score of 239.—*Reuter.*

La Boule, June 6.
In the final of the French Open
Amateur Golf Championship, Von
Elm (America) defeated R. G.
Morrison by 9 and 8.—*Reuter.*

MISS BONDFIELD LEAVES FOR GENEVA.

London, June 6.
Miss Bondfield, Minister of La-
bour, left London for Geneva to-
day to attend the 14th session of
the International Labour Con-
ference.

NARROW WIN FOR GLAMORGAN.

DERBYSHIRE FAIL BY 29 RUNS.

ROBINSON'S FINE WORK FOR YORKSHIRE.

HAMPSHIRE ROUTED.

London, June 6.
A close victory by Glamorgan
over Derbyshire and an excellent
batting and bowling performance
by Robinson of Yorkshire were
features of the County cricket
matches which ended to-day.
Glamorgan beat Derbyshire by
only 29 runs. Robinson enabled
Yorkshire to secure an easy
victory over Hampshire when
he scored a century in York-
shire's only innings and took a
total of eleven wickets for 85
runs.

The Results.
The results of the matches are
given in brief below:
The Australians beat Middlesex
by five wickets.
Yorkshire beat Hampshire by an
innings and 100 runs.
Lancashire beat Oxford by an
innings and 39.
Kent beat Essex by 302.
Cambridge drew with Somerset.
Surrey won on the first innings
against Sussex.
Glamorgan beat Derbyshire by
29 runs.

The Honours List.
The principal batting and bow-
ling performances during the
matches ended to-day are set out
below:

Batting.	
Langridge (Sussex)	159
Hendren (Middlesex)	138
Watson (Lancs.)	135
Cook (Sussex)	122
Robinson (Yorkshire)	108
Taylor (Lancs.)	107
Grant (Cambridge)	98
Mead (Hampshire)	91
Cass (Somerset)	90
Hendings (Kent)	88
Ames (Kent)	72
Hobbs (Surrey)	53

Bowling.	
Robinson (Yorkshire)	7 for 25
and	4 for 40
Booth (Lancs.)	6 for 49
Freeman (Kent)	5 for 39
and	6 for 43
Lee (Somerset)	6 for 73
Langridge (Sussex)	6 for 86
Mitchell (Derby)	7 for 61
E. Davis (Glamorgan)	6 for 45

Australians v. Middlesex.
The Australians defeated Mid-
dlesex by five wickets. The Aus-
tralians made 270 in their first
innings, being well ahead of Mid-
dlesex who were dismissed for 103.
The Middlesex batting improved
when they went to the wicket
again and up to Thursday night
they had scored 169 for the loss
of five wickets, Hendren being 80
not out. To-day, Middlesex went
on to make a total of 237, Hendren
batting brightly and making 138
before having his wicket taken.
The Australians got the necessary
121 runs for the loss of five
wickets.

Yorkshire v. Hampshire.

Robinson was the hero of the
match between Yorkshire and
Hampshire at Bradford when the
former won by an innings and a
hundred runs.
Yorkshire showed fine batting
strength when they opened their
innings, scoring 478 for the loss
of nine wickets when the innings
was declared closed. Robinson
had made 108. After a fine bat-
ting display Robinson went on to
bowl splendidly and he took seven
of the Hampshire wickets for only
25 runs, the team being dismissed
for 169.

Hampshire followed on, and
while they improved on their ear-
lier performance they failed by a
long way to reach Yorkshire's
total, being dismissed in the
second innings for 209. Mead
was the backbone of the batting
and he carried his bat for 90.
Robinson was again well on the
mark with the ball and he took
four Hampshire wickets for 60
runs this time.

Lancashire v. Oxford.
Lancashire beat Oxford by an
innings and 89 runs. Oxford
(Continued on Page 14.)

Bulls and Innings

From the Office Butts. □ □
Our low-dollar advocates would
no doubt be willing for Hongkong
to "follow China" even through
the doors of the Bankruptcy Court.

A barber who lived in Batavia
Was known for his fearless
behaviour
An enormous baboon
Broke in his saloon
But he murmured, "I'm blown
if I'll shavie."

The "You Know" series:—You
know he comes of good stock by
the way he absorbs his soup.

One thing about these long
skirts, they put an end to this
worshipping of the golden calf.

Suggested Slogan for Chemists:
—"If you don't use our soap, for
heaven's sake use our perfume!"

For sheer originality of outlook,
commend us to the folk who greet
us thuswise:—"Hot, isn't it?"
What do they expect at this time
of the year—snowstorms?

Skirts may be getting longer,
but the latest bathing costumes
look like redressing the balance.

A Kowloonite
is a man who
gets acquainted
with his next-
door neighbour
by meeting him
on the beach at
Castle Peak.

With some of
these newly-
wed, two is
company. Three
means sending
out the cork-
boy for another
quarter of a
pound of soup-
meat.

Why not call these high-scoring
cricketers "Hittites?"
One advantage of all these war
books is that the ex-Service man
now knows what the war was
really like.

The dollar's a-falling,
The blight is appalling,
The Colony's going to pot!
And New's poor fiddle
's all hot in the middle—
And Government cares not a jot!

Employees are bleating,
Retailers are meeting
The drop with a boost in the price:
We'll be living on beans
And succulent greens
With, on Sunday, a nice bowl of
rice!

The taipans and bankers.
These days are the swankers,
According to newspaper writers:
They don't care a damn,
They're three eggs with their
ham—
Up, scribes and at 'em, the
blighters!

In the street not called "Straight"
You'll have noticed of late
That bowlers and grins are "de
figger!"
They're digested the hump
Of the '25 slump
And the smile's getting bigger and
bigger!

The Government chaps
Are now thinking, perhaps,
They cannot invest in new motors:
The Salary "Comish"
Must have lost its "tribish,"
So they're going to appeal to the
voters.

Each day we are told,
If our dollars were gold
Our troubles would need no more
killing—
So the Treasury maybe
Will carry the baby
And give us two bob for a shilling!

Life has its compensations. If
the temperature's going up, the
dollar's coming down.

A naturalist says butterflies eat
next to nothing. He can't have
taken one out to dinner.
Auntie Cyclone, reading that a
bowler opened his innings with a
maiden, thinks this mixed cricket
is a mistake.

News Item.—At the weekly
meeting of the Sawdust Club
(Sons of Scotia Chapter) held last
Thursday, it was decided to urge
the introduction of summer-weight
kilts, thus bringing such uniform
down to something like parity.

We read that the barpipe has
nine notes. It certainly sounds
like one over the eight.



"How long will it be before
she makes her appearance?"
"She's upstairs making it
now."

Saving is
quite simple.
All you have to
do is to slog
away and earn
money faster
than your wife
can spend it.

One thing
about the low
dollar, we shall
all be able to
write Home
often now
that a four-cent
stamp costs
only about a
halfpenny.

As each week flies,
The prices rise,
Like other folk, we know it.
And now it's fruit,
Read this, then shoot,
Our budding office poet—

Another saxeprice bang goes
This week on juicy mangoes,
So let us chant a protest
In a ballad.
Peaches, prunes and prisms,
Call for spicier criticisms,
For it's going to cost us more for
Each fruit salad.
Licores and bananas
Grape-fruit and cabanas
(The last one not a cabbage
But a rhyme)
Pears and plums and cherries,
Grapes and fruity berries:
So we'll have to do without them
For a time.

An International Bell-Ringing
Contest is to be held in England
this year. The gathering of the
clangs!

We face the problem of our woe,
Our currency disaster:
We scorn a saner path to go,
Our friendship's like a plaster.
To China shall we stick like
glue,
No matter where she crashes.
Nought shall ever make us rue,
We care not what mere cash is.
So here's a song of friendship's
test.

Though empty are our pockets:
We'll stick to China in our zest,
And celebrate with rockets—
Then when we're left without a
cent.

We'll choose a bandit's calling;
And prove that friendship was
"well meant,"
That's why the dollar's falling!

We suppose that a man who
carries a walking-stick on a wet
day, is afraid of it raining cats
and dogs!

There is no truth in the rumour
that local banks are building
underground chutes to the har-
bour, for the purpose of disposing
of surplus silver.

It only need Mr. The Tsan-tai
to discover a silver mine in the
New Territories to create the last
straw in the stitch of time if not
nipped in the bud.

The local resident who last year
boasted about "the car" he was
going to buy when on leave in
1930, has now decided to walk—
about Hongkong.</

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SCOTT'S
Emulsion
The protector of life

By Small

SALE ON MEN'S CLOES - KRAFS - KRAFS - CAPS

I'D DON'T THINK MUCH OF MY SUGGESTION, EH?

BUT I'D LIKE TO KNOW HOW IN HECK YOU'RE GONNA MAKE IT, HAIL!

WERRY SURE ON THE 9th MONTH DALLS

HEY! HEY!

ONE

BY NEIL R. McMILLIN

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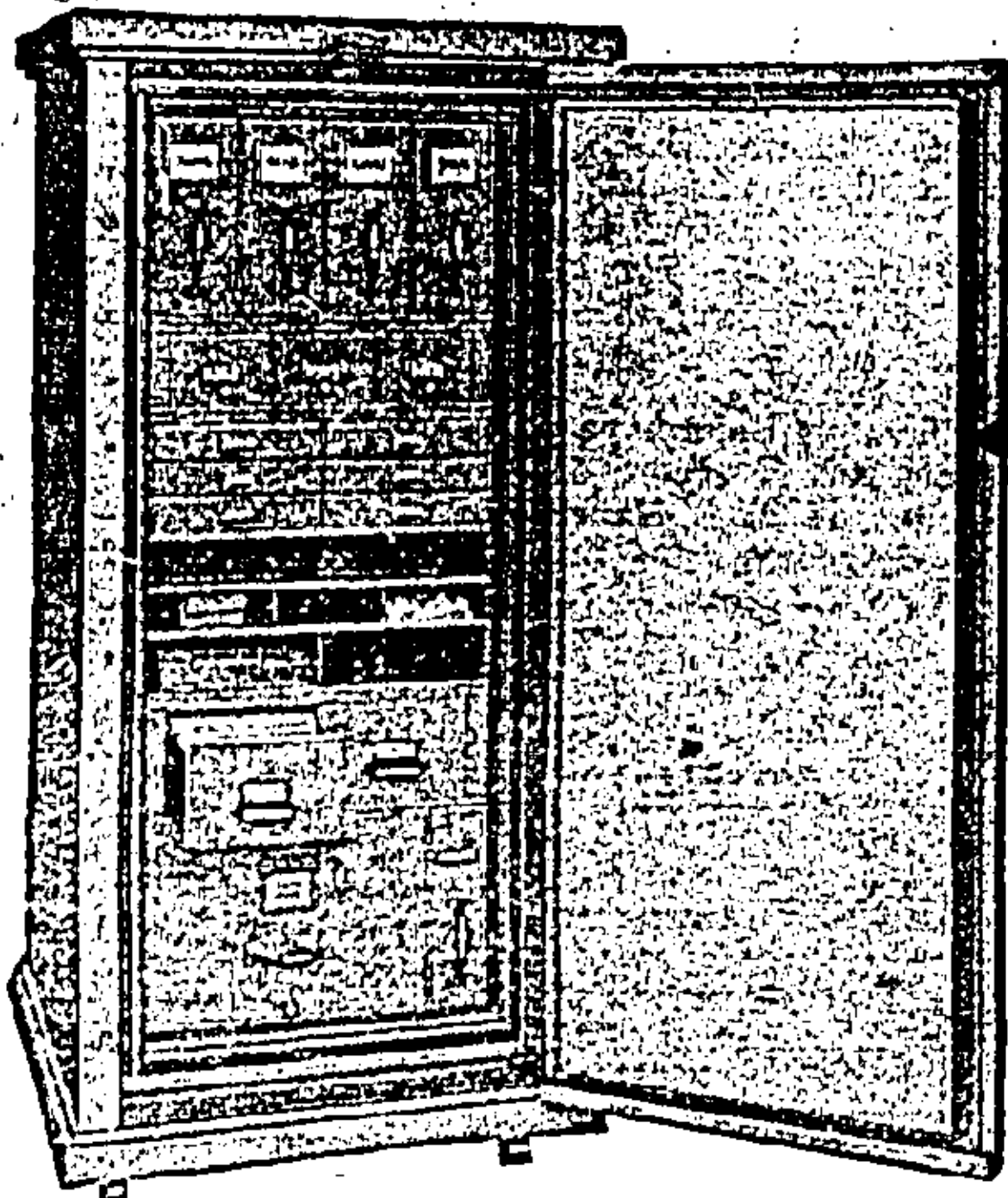
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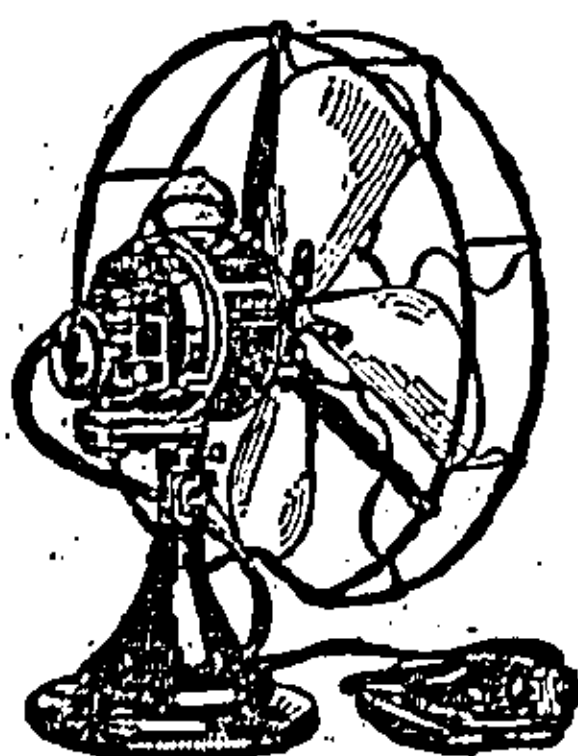
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HOTEL CASE.EXPERT WITNESS CLOSELY
QUESTIONED.

The principles of refrigeration and the importance of the temperature of water were dealt with in cross-examination by Mr. Eldon Potter, K.C., yesterday afternoon in the Supreme Court, when the Hotel case was continued before the Chief Justice (Sir Joseph Kemp).

Messrs. Andersen, Meyer and Company, are suing the Hongkong and Shanghai Hotels Limited, for \$25,385.20 in respect of the installation of a refrigerating plant and ice cream plant at the Peninsula Hotel, while defendants are counterclaiming for \$140,000.

Mr. H. G. Sheldon is for plaintiffs and Mr. Eldon Potter, K.C., together with Mr. F. C. Jenkin is defending.

Principles of Refrigeration.

In his cross-examination of Mr. Hacker, Mr. Potter dealt first of all with the principles of refrigeration. Witness agreed that if water was sprayed into a heated chamber which was hotter than 212 degrees, the water would vaporise and would continue to absorb heat and vaporise until the temperature was brought down to 212 degrees.

Witness further agreed that ammonia would vaporise at a much lower temperature. In fact it would, roughly, continue to vaporise until the temperature was reduced to zero, hence its use in refrigerators.

Mr. Potter went on to deal with the two main ammonia systems of refrigeration, the Direct Expansion System and the Brine Cooling System. Witness agreed that with the former system ammonia was passed through pipes installed in the room to be cooled and the ammonia, in passing through the pipes, absorbed the heat in the room, and in doing so became vaporised.

The Brine System.

The drawback to that system was the possibility of leaks and that difficulty was got over by using the Brine Cooling System. In that system the ammonia was first passed round pipes through which brine was being continuously pumped, consequently absorbing heat from the brine which, in its cold state, was passed through coils situated in the cold room, thereby absorbing heat from that room. In that way a room was refrigerated without the ammonia entering the room.

Proceeding, witness agreed that the difficulty then was to deal with the ammonia gas which resulted through the ammonia absorbing the heat. If a release valve was provided that would be an end of the matter but such a course would be far too costly and the next difficulty to be overcome was to condense the gas into liquid ammonia again for further use.

Condensation.

Mr. Hacker agreed that at a pressure of 180 lbs. per square inch liquid ammonia would vaporise at 94 degrees F.

Mr. Potter:—And the converse is equally true. If you subject

**PEASANTS MURDERED
AT TUNGKOO.**EXTRADITION OF FUGITIVE
APPLIED FOR HERE.

The murder of two peasants by robbers intent on stealing their bullocks, said to have occurred on April 25th at the village of Yuet Tong, the seat of the Tang clan in the Tungkoon district, was the subject of extradition proceedings, resumed before Mr. Lindsell yesterday afternoon, for the surrender of Tang Ying, a suspect.

The case for the Crown is that the fugitive, who is also known by the pseudonym of *Hak Kwai Im*, i.e. "Black-boned Im," was one of a gang of seven or eight men who participated in a double murder, accompanied by robbery, which took place at Yuet Tong Village.

A peasant who was working on the fields had previously seen two fellow-villagers, Tang Sik-kwan and Tse Shiu-on, pass by, each leading a bullock. A few minutes later he heard considerable shouting and then saw two men pursuing two others who were running away with the animals.

Sik-kwan and Shiu-on, while still running after the bullocks, were stopped by four other men, armed with short fire-arms. The fugitive was one of these four men. He was seen, so a witness alleged, to fire at Sik-kwan, who fell.

After the murder, the fugitive disappeared from the village, being not seen again until his arrest in Hongkong.

The case was adjourned, Mr. Rendall appearing for the defence.

ammonia to a pressure of 180 lbs. then bring it into contact with a substance which will cool it below 94 degrees F. it will condense?—Yes.

Mr. Hacker further agreed that compressors in a plant were for the purpose of compressing the ammonia gas to 180 lbs and then cooling it with water colder than 94 degrees F. after which it condensed and fell back into a receptacle in liquid form for further use.

Mr. Potter:—The object of a compressor is to compress the gas and thereby increase its temperature to such a height as will enable it to be liquified by means of the water available on the plant?—Yes.

Mr. Hacker added it was not necessary to compress the gas to 180 lbs. if very cold water was available, and Mr. Potter agreed.

Gas Liquified.

Witness further agreed that a pump pumped water to the condenser where it cooled the compressed gas and liquified it. He said the temperature of the water was of vital importance, and would be one of the first things he would investigate. In his contract he made a provision that the water should not be hotter than 70 degrees with summer heat at 90 degrees in the shade, that 120 gallons of water per minute should be supplied and that it should be of adequate purity. Witness said he was assured of those conditions by Mr. Brearley.

Counsel said that Mr. Hacker was trying to put the blame on

COMPANY MEETING.

REPORT OF UNION ASSURANCE SOCIETY LIMITED.

The report of the Directors of the Union Assurance Society Ltd., which was submitted to the ordinary general meeting held on April 25, 1930, was as follows:

Fire Department.

1. The Net Premiums for 1929 amounted to £1,144,098 1s. 8d., the Claims paid and outstanding amounted to £587,244 1s. 2d.

From the profits of the Department the sum of £67,303 5s. 1d. has been carried to Profit and Loss, leaving the Fire Insurance Fund at £1,375,235 17s. 6d.

Accident Department.

2. The Net Premiums for 1929 amounted to £696,793 1s. 11d.; the Claims paid and outstanding amounted to £382,124 3s. 11d.

From the profits of this Department the sum of £25,000 has been carried to Profit and Loss, leaving the Accident Insurance Fund at £120,947 13s. 7d.

Profit and Loss.

3. The Directors recommend payment of a dividend of £100,000, of which sum £20,000 has already been paid as an Interim Dividend, together with a bonus of £25,000. The balance of the Profit and Loss Account, after providing for the foregoing, £34,247 0s. 8d., has been transferred to General Reserve Fund.

4. The following Directors, Lord Stanmore, Mr. Robert Armitage, Mr. Strachan C. Clarke, Mr. Sidney Mortimer, Mr. E. Roger Owen, Mr. E. V. Reid and Mr. Allen Woodroffe retire from office, and, being eligible, offer themselves for re-election.

5. The Auditors, Messrs. Saffery, Sons and Company, Chartered Accountants, Mr. A. Dodds Fairbairn, C. A., and Mr. Chas. S. Fletcher, F.C.A., retire and, being eligible, offer themselves for re-election.

Mr. Brearley, who was not the refrigerator expert. The defence would be that Mr. Brearley could never have made that statement and they would prove it. Mr. Brearley first arrived in Hongkong in February, 1928.

Mr. Hacker stated he thought Mr. Brearley obtained his information from his predecessor.

High Water Temperature.

Mr. Potter pointed out that on one occasion the temperature of the water was 85 degrees, and asked if the plant could possibly do the work it was designed to do with such a temperature.

Mr. Hacker replied that it could not do the work with that temperature.

Asked if he could give any reason why Mr. Brearley should have told him (witness) those facts which were not true, witness suggested that Mr. Brearley might have made a mistake, but Mr. Potter commented he did not think a man could make such a mistake, when the whole of the plant depended upon the temperature of the water.

The case was adjourned until next Tuesday morning.

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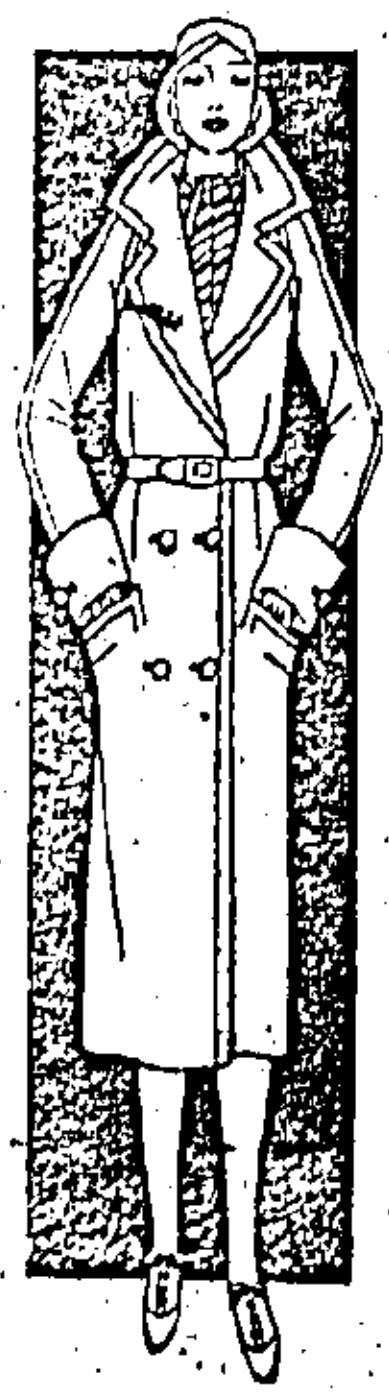
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WITH CAP.....\$6.75**ELITE STYLES****\$9.75**

TO-DAY'S WANTS.

25 WORDS\$1.00.
(\$1.50 If Not Prepaid.)
The following replies have been received:—
544, 545, 547, 550, 556, 566, 593,
595, 598, 618, 634, 638, 639, 642,
650, 667, 671, 678, 681.

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Index

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INDO-CHINA STEAM

NAVIGATION CO., LTD.

The Forty-Ninth Ordinary General Meeting of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co. Ltd., Pedder Street, Hongkong, on Wednesday, the 18th June, 1930, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 11th June to 2nd July, 1930, both days inclusive.

By Order of the Board.

JARDINE, MATHESON & CO. LTD.

General Managers.

Hongkong, 28th May, 1930.

New Advertisements

HONGKONG JOCKEY CLUB.

The Sixth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 7th June, and on Monday, 9th June, 1930, commencing at 2 p.m.

The first bell will be rung at 1.30 p.m. on both days.

MEMBERS' ENCLOSURE.

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5. per day for Gentlemen and \$2. per day for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all bills, etc.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The price of admission to the Public Enclosure is \$1. per day for all persons including ladies and is payable at the gate.

Soldiers and Sailors in uniform are admitted half price. Book-makers, Tie Tac men, &c. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meetings.

By Order,

C. B. BROWN,

Secretary.

CHURCH NOTICE.

Local Services for

To-morrow.

WHITSUNTIDE.

St. John's Cathedral, Hongkong.

June 8th, 1930. Whit Sunday.

Holy Communion 8 a.m. Holy

Communion (Peak Church) 8

a.m. Children's Service 10 a.m.

Mattins and Sermon 11 a.m.

Preacher: Rev. H. V. Kuop.

Holy Communion 12.15 p.m.

Evangelism 6 p.m. Preacher:

Rev. C. B. Shann.

Union Church, Kennedy Road.

Divine worship will be conducted

as follows:—Morning, 11 a.m.

Evening, 6 p.m. Preacher, morning

and evening, the Rev. John

Poster.

First Church of Christ Scientist,

Macdonnell Road, below Bowen

Road Tram Station. Sunday

Service, 11.15 a.m. Subject

"God the only Cause and

Creator." The Sunday School is

held on Sunday Morn-

ings, at 10 o'clock. Wednesday

Evening Meeting at 5.30 p.m.

Reading Room at above address

open Tuesday and Friday, 10

a.m. to 12 noon. Monday and

Thursday, 5.30 to 7 p.m. The

Public is cordially invited to

attend the service and visit the

Reading Room. Branch of The

Mother Church. The First

Church of Christ Scientist, in

Boston, Mass. U.S.A.

Seventh Day Adventist Chapel,

20, Ice House Street, Saturday

Sermon 5.15 p.m. Sunday night,

June 8th, 8.30 p.m. "Can

Modernism do Away With the

Realities of Heaven or Hell?"

by Lyman W. Shaw, Pastor.

Wednesday night, Meeting for

Prayer 8.30 p.m.

Peak Church

SPECIAL NOTICE

DURING THE FOUR MONTHS

beginning JUNE 8th 1930

and

ending OCTOBER 12th 1930

HOLY COMMUNION

will be celebrated

ONLY ON THE

SECOND & FOURTH SUNDAYS

in each month.

BANK HOLIDAYS.

In Accordance with Ordinance No. 5, of 1912, The Exchange Banks will be closed for the Transaction of Public Business on Monday, the 9th of June, (Whit Monday). Hong Kong, 2nd June, 1930.

HONGKONG TELEPHONE CO., LIMITED.

The Transfer Books of the Company will be closed from the 23rd June, to the 30th June, 1930, both days inclusive.

Dated this 22nd Day of May, 1930.

By Order of the Board.

W. L. MCKENZIE,

Secretary.

PEAK TRAMWAYS CO. LTD.

NOTICE is hereby given that the Annual Ordinary General Meeting of Shareholders will be held at the Hongkong Hotel, Hongkong, on Saturday, the 14th June, 1930, at 11 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 30th April, 1930.

The Transfer Books of the Company will be CLOSED from Monday, the 9th day of June, to Saturday, the 14th day of June, 1930 both days inclusive.

JOHN D. HUMPHREYS & SON.

General Managers.

Hongkong, 4th June, 1930.

GRANDMOTHER GOES 400 MILES.

A grandmother's all-night journey of 400 miles to the bedside of her injured daughter ended at Deal.

This was a sequel to the Channel collision, between the great German liner Bremen and the oil tanker British Grenadier. Mrs. Robinson, a passenger in the tanker, was injured while saving her children.

Her mother read of the accident while in an Edinburgh theatre. "I was casually looking through an evening paper," she said, "when I read the report of the collision. I hurried home and found a number of telegrams awaiting me. I started for Deal immediately, travelling all night."

"My daughter's escape from death was wonderful. She was pinned down beneath a radiator, and had to be hauled up to the deck by ropes."

Her Second Thrill.

Mrs. Boyle, wife of the captain of the British Grenadier, was landed at Deal day, and revealed that the collision was not the first she had experienced.

"Some four years ago," she said, "I was on a trip round Scotland in the Duchess of Argyll, when that vessel was run into by the steamship King Edward. But that was not nearly so serious or thrilling as our encounter with the Bremen."

"Hearing shrill blasts of foghorns and steam whistles so close to us yesterday we hurried on deck just in time to see the huge liner coming straight for us out of the fog, and Mrs. Robinson ran below for her children."

BATTLESHIPS AS HOUSEBOATS.

FLOATING HOMES FOR SLUM DWELLERS.

"NOT DIGNIFIED."

When our battleships lose their jobs, under the new scheme for smaller navies, why not turn them into houseboats for slum dwellers?

That is the proposal put forward by Mr. Eustace Miles, the food reformer, who urges: Instead of breaking up old battleships for scrap iron, why not use them as cheap dwellings for the poor?

Mrs. Miles, who shares her husband's enthusiasm for the project, told a Press representative all about their dreams of happy ocean villages.

"As they intend to scrap all these ships, why not relieve slum congestion by housing families in them?" she asked.

"They could be anchored near the shore, with little bridges so that the men could get to their jobs. There are fine sites for such a scheme in the Thames or at Plymouth and all round the Cornish and Devon coasts."

"Of course the ships would have to be altered internally, but that would probably be cheaper than building new houses and pulling down slums."

"And they would be so healthy. The children could play on the decks and get plenty of fresh air."

"There would be such opportunities for community life if families lived in little townships on board ships. You can have such lovely dances between the decks—I've been to some myself. The meals could be cooked in the ship's big galleys and there could be games on deck, and even a church."

Official Horror.

After this enthusiasm it was depressing to meet with the frigid dubiousness of the Admiralty.

"Floating workhouses" snorted a permanent official when his opinion was solicited.

"The ships are totally unsuitable. The cost of conversion would be huge, and, while it is often thought that ships are worth nothing as scrap, they are actually very valuable."

"Besides, having ships used for this purpose would lower the dignity of the Navy."

THE RESTRICTION PROGRAMME.

SCHEME TO CURTAIL THE OUTPUT.

London, June 6. It is understood that the special committee, nominated by the Tin Producers' Association to accelerate the restriction programme, is considering a scheme to concentrate the bulk of the proposed 20 per cent curtailment of output recommended, into a much shorter space of time, instead of spreading it over a full year as originally planned.

The scheme, in effect, will mean the closing down of plants all over the world for two months. It is stated that the scheme, in order to be effective, must become operative immediately.

An official announcement on the subject is expected next week. —Reuter.

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POST OFFICE NOTICE

GENERAL HOLIDAY.

On Monday, the 9th inst. the G.P.O. will be open from 8 a.m. to noon, Kowloon Branch Post Office from 8 a.m. to 11 a.m., and other Branch Post Offices from 8 a.m. to 9 a.m.

There will be one collection from the pillar boxes, one delivery of ordinary correspondence as on Sundays and one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed.

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

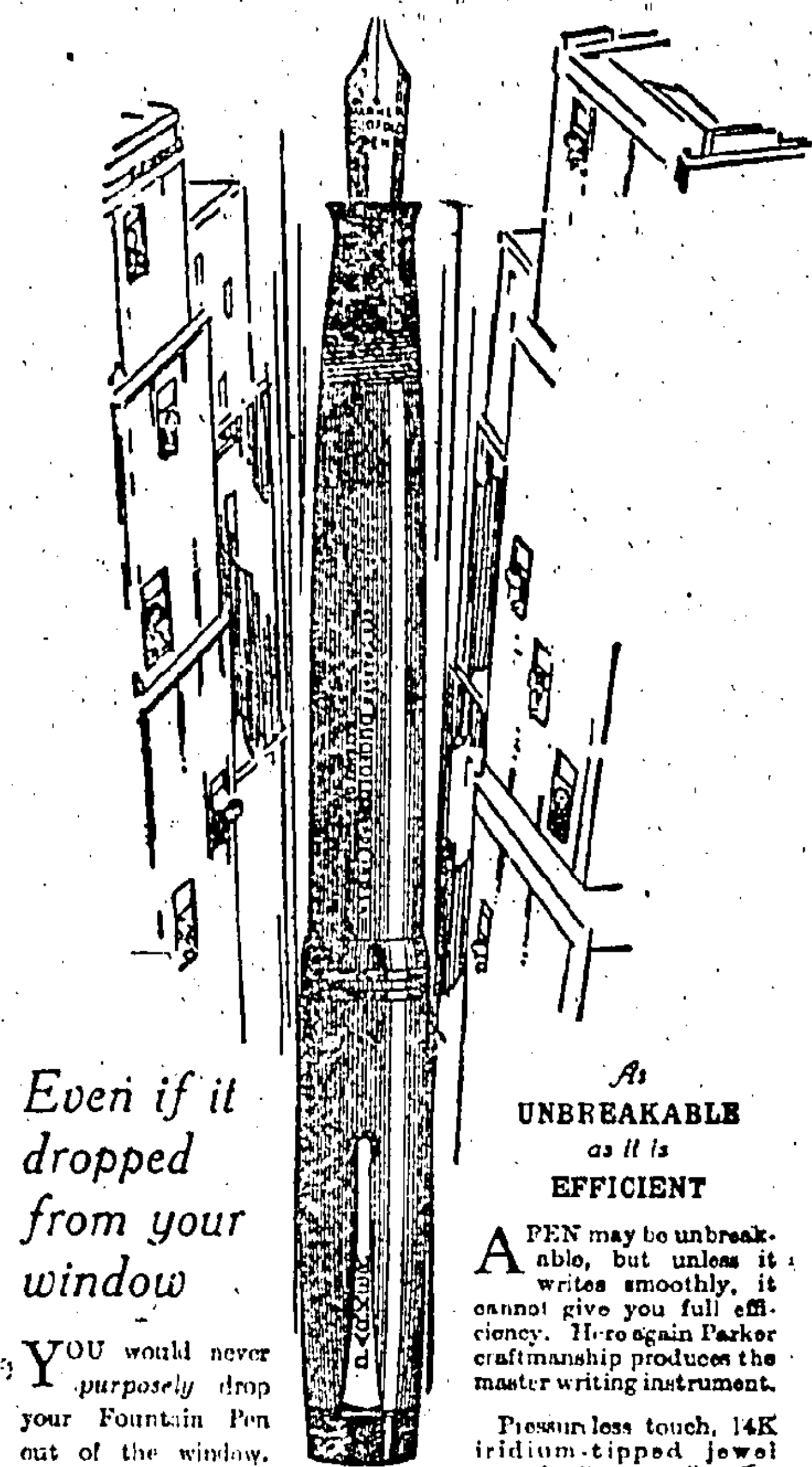
INWARD MAILS.

From	Per	Due
Shanghai and Swatow	Sunning	June 7.
Shanghai and Amoy	Tjisondari	June 8.
Australia and Manila	St. Albans	June 8.
Straits	Shirala	June 9.
Straits	Kitano Maru	June 9.
Straits	Toyochari Maru	June 9.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 17th May)	Tatsuta Maru	June 9.
Manila	President Jefferson	June 9.
Shanghai and Amoy	Tsinan	June 10.
Australia and Manila	Chanke	June 10.
Japan and Shanghai	Sado Maru	June 10.
Manila	Tenyo Maru	June 10.
Straits	Cremor	June 10.
Java	Tjileboet	June 10.
Batavia	Tjikarang	June 11.
Japan	Rio de Janeiro Maru	June 12.
Japan and Shanghai	Fushimi Maru	June 13.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 16th May)	Pros. Johnson	June 14.
Canada, U.S.A., Japan and Shanghai (Vancouver B.C. 29th May)	Empress of Asia	June 16.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 23rd May)	Pros. Lincoln	June 16.
London, Paoels 8th May and Straits	Pyrhus	June 16.
Australia and Manila	Aki Maru	June 17.
Japan and Shanghai	Andre Lebon	June 17.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 24th May)	Shinyo Maru	June 18.
Japan	Tango Maru	June 23.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below, unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Shanghai and Europe via Siberia	Kambove	Sat. June 7, 2.30 p.m.
Sam Shui and Wuchow	Tai Hing	Sat. June 7, 4 p.m.
Manila	Pres Hrant	Sat. June 7, 4.30 p.m.
Bangkok via Swatow	Kalgan	Sun. June 8, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun. June 8, 9 a.m.
Shanghai, Japan, Canada, U.S.A., Central and South America, *Europe via Victoria B. C. and *Europe via Siberia	President Jefferson	Mon. June 9, 11 a.m.
	Parcels	Mon. June 9, 11 a.m.



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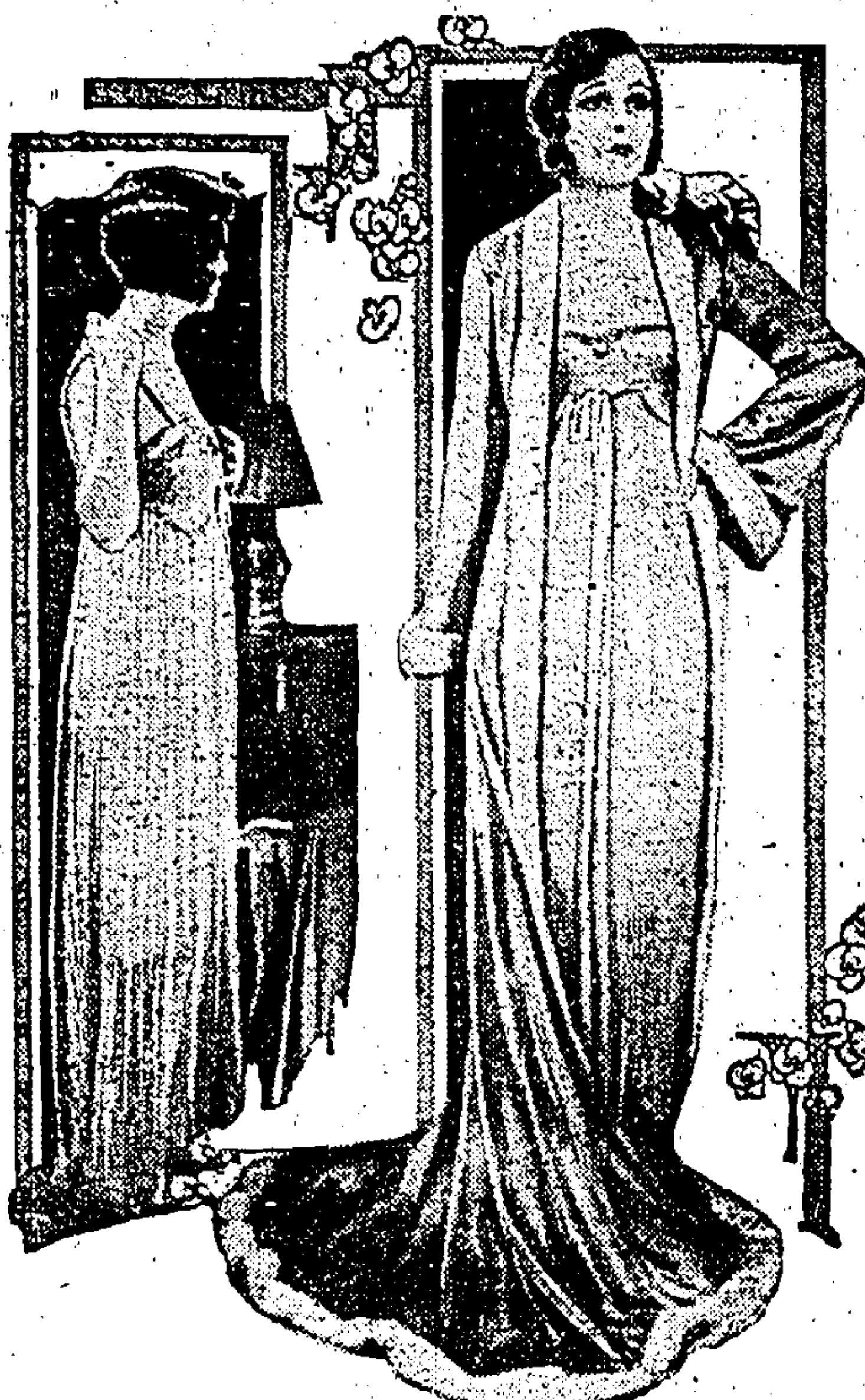
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WOMAN'S WORLD FOR OUR LADY READERS.



For Bathers.

ACCESSORIES MORE DECORATIVE.

The bathing suit of to-day is trimmer and smarter than it has ever been, and though perhaps there is less of it in view of the cult of sun bathing, the bathing girls of this summer are going to add to its decorative value by wearing bathing jewellery.

Most of the necklaces are made of cork, brilliantly painted in colour. Bracelets are to be had to match which are worn above the elbow slave bangle fashion. Fortunately these necklaces are of the choker type otherwise they would be floating around in the ocean instead of gracing the wearers' necks.

A New Brassiere.

The bathing brassiere should be part of every woman's beach outfit; no matter how slim and sylph-like she may be, her swimming suit sets better with its aid. Many suits have built-in brassieres; but for those who like a separate garment, a new adjustable type has been placed on the market by a famous firm of manufacturers. It is made in good un-stretchable wool, with a narrow adjustable strap at the back so that it will fit any figure. The shoulder-straps are also adjustable, being fitted with a series of buttons and buttonholes so that the straps may be lengthened or shortened according to necessity. The brassiere is made in all the popular bathing suit colours.

New Caps.

The helmet bathing-cap is first favourite with all serious swimmers, and incidentally, apart from serious swimming, it really is the best shape for keeping out the water. The pity is that the helmet gives the wearer such a scragged appearance. However, even helmets are rather more decorative this year, trimmings of gathered and ruched rubber being used upon many models.

Rubber scarves have been used to create the gypsy effect in bathing headgear, but since these are difficult to tie securely the design is now copied in a ready-made slip-on cap in which the scarf effect is simulated, the tied ends being worn at the back of the side, whichever is the more becoming.



Side interest is developed in this hat of black Panama-lac which has a brim turned up high on one side. An ear flap of the straw is joined to it with a pink and black velvet ribbon plait and bow.

Stepping from one's bed in a dainty slip of a nightie and donning one of the very new negligees is a luxury which no woman should miss, no matter how little time she may have to remain in her boudoir.

There are those lovely sheer nighties in chiffons, georgettes, crepe-de-chines, batiste and lace evolved on princess lines and (compose yourself) even flaunting trains and uneven hemlines.

Accorded pleated motifs appear frequently while molded lines predominate. Lace yokes and bodices decorate every other chic nightie, and in most cases these lace bands emphasize the high waistline in a gown.

Very sheer nighties sometimes necessitate a slip in a slightly heavier material, and cut in a similar manner to the gown.

As for the negligee, accompanying the nightie, they are faithful to the spirit of the new mode, in that they too disclose the molded tendencies, uneven hemlines, trains and very feminine characteristics, so manifest in Milady's wardrobe.

Brocaded chiffon, transparent velvet, Kittensere crepe and quilt-

ed satin are the favoured fabrics, according to the best authorities. As to colour, in Paris lingerie, the apricot shades are being replaced by new pinks that are pale, but veal—pink—real "rose-bonbon."

Three attractive negligees were cited as the advance style. One fashioned in pale green satin with incrustations of deep green lace, on sleeves, border and neck, had a molded bodice and down-in-the-back skirt, which flared softly. Another was in satin and will prove to be a favourite. This one was of turquoise blue with hand quilting and an interesting belt of silver leather.

Another called the peignoir was composed of layers of pink and white chiffon and trimmed with pleated ruffles that cascaded around the neck and down the front.

Corinne Griffith as Hester Baxins in the First National Vitaphone production, "Back Pay" wears this fetching negligee and night-dress. The undergarment is of pleated cerise georgette with wide cerise lace around the bottom. The coat is of rose trimmed in cerise with a cluster of cerise tails on the left shoulder. It too sponsors the long train.

Hats & Hair.

SHOULDER-LENGTH BOBS DISAPPEARING.

Those almost shoulder-length bobs are disappearing, and smart girls and women are looking infinitely more pleasing with hair that is considerably shorter or longer, and a vast deal smoother. Ringlets are subdued into waves, or segregated to a single row at the back of the neck and behind the ears. When longer hair is worn, it is inconspicuously and gracefully knotted or rolled at the nape of the neck, or across the head.

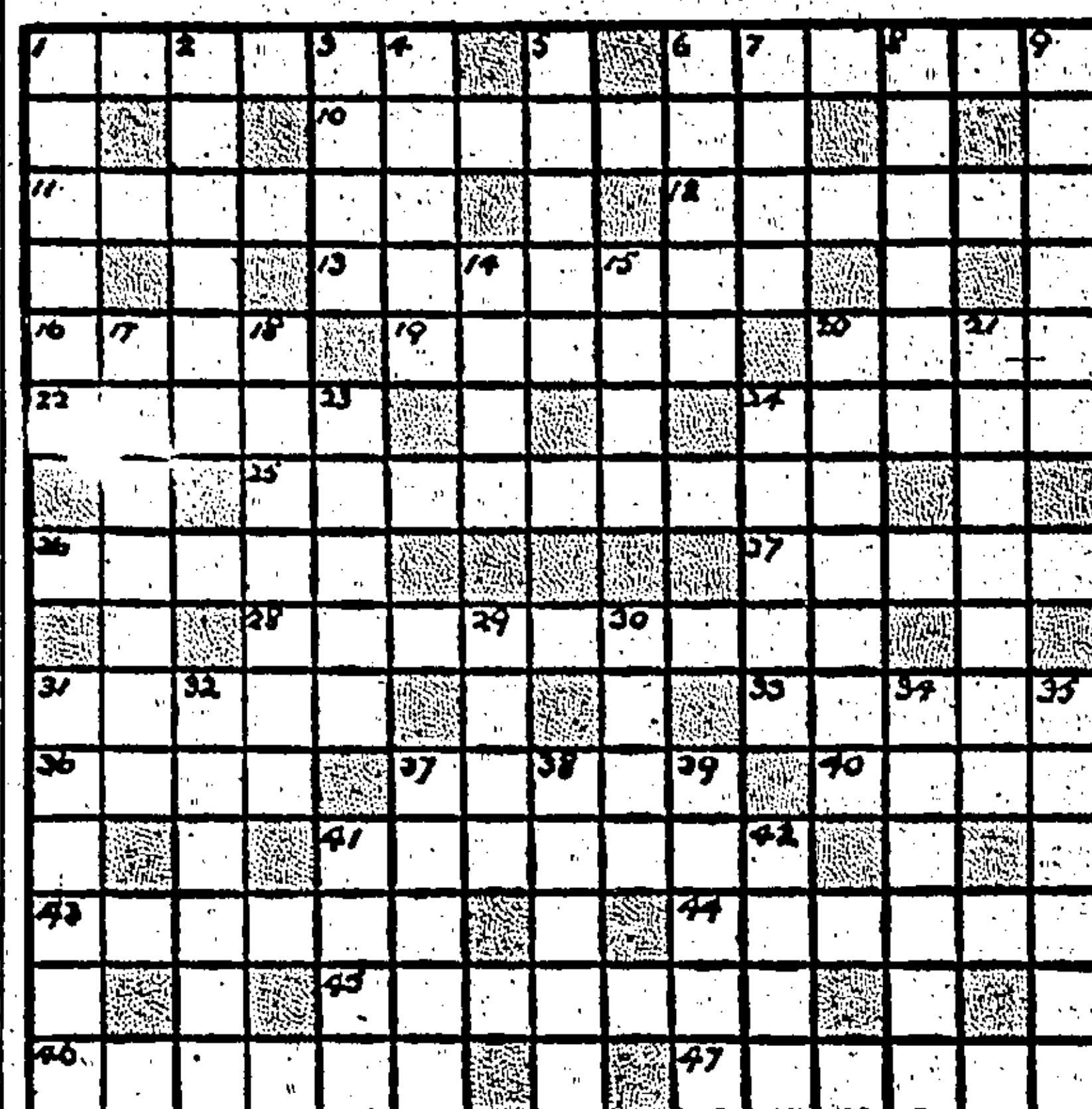
Hats take their cue from the coiffure, and avoid sloppiness. They are cut away in front to show a lot of hair, and the beginning of a parting, and brims and crowns are draped to bring out the character of your head and

face, not to smother them up with bunches of flowers, flowing veils, and exaggerated brims. In short, the smartest hats of to-day in fashion, are made to look as much part of you as your own hair.

Women this season must beware of ruffles, laces, capes, bows, furs, and other undeniable details of smart fashions, unless they can assure themselves that these things are not going to betray them into an appearance of cloying sweetness from which character is conspicuously absent.

There are some fashion accessories that are well worth adopting. One of these is the new way of wearing artificial flowers on your evening or smart afternoon dress. The smartest women in Paris are wearing rather large bunchy-looking flowers on the front of the bodice at the lowest part of the décolletage, instead of the bunch of flowers on the shoulder that has been so fashionable in the past.

OUR BRITISH CROSSWORDS.



Across
1 Imprisonment.
6 Pair.
10 Line of vision.
11 Starry.
12 Scarce.
13 Sailors.
16 Sour.
19 Pay.
20 Repetition of words.
22 Auctions.
24 Part of wooden joint.
25 Ransacked.
26 Small boat.
27 Hit with the fist.
28 In jerks.
31 Naval recruit.
33 Postpone.
36 Watched.
37 Desire.
40 Part of a pedestal.
41 Suite.
43 Crust from wines.
44 Nothing.
45 Venerates.
46 Area.
47 Priest.

Down
1 Plays.
2 Sell in small quantities.
3 Pretence.
4 Pertaining to the sun.
5 Note in music.
6 Heavenly body.
7 Units.
8 Homing bird.
9 Numeral.

14 Part of harness.
15 Tasty.
17 Kind of seeds.
18 Dethroned.
20 Made smaller.
21 Felt.
23 Rested.
24 Luke warm.
29 Opening.
30 Baking place.
31 Pertaining to the Celts.
32 Higher in price.
34 Bundle of sticks.
35 List.
37 Spaces destitute of feathers.
38 Female fox.
39 One who tunes.
41 Scarce.
42 Comfort.

Yesterday's Solution.

CROFTER S FURZE
ORLE RUDE H K
AGAINST PURSUIT
LUCRE ASPEN B O
BELT TROLL PAWL
U E MITRE BORE
M SPOT T TRIBAL
H LILT PIES K
DEBASE L MEET S
WRIT RIGID R T
ANON GELID CASE
I T DRAYS VOICE
SCHOLAR TRACTOR
L E OBEY LOOP
EGRET D SHEARED

PRODUCE LICENCE IN 24 HOURS.

SOLICITOR URGES THIS LAW FOR MOTORISTS.

A plea that Hongkong should be brought in line with England and other countries in the matter of motorists carrying their licences while driving was made at the Central Magistracy yesterday by Mr. Horace Lo. He was appearing for Mr. Francis Grose, junior, who was summoned for having driven a motorcar in an easterly direction along Hollywood Road and also for having failed to produce his driving licence.

Mr. Lo entered pleas of guilty on both charges but explained that Mr. Grose was returning from a swim and had left his wallet containing the licence with a friend. It was unreasonable to punish a driver because he had forgotten to carry his licence, contended Mr. Lo, and he suggested that the laws should be amended whereby a driver, when called on for his licence, must produce it at any police station within 24 hours.

"That seems very reasonable to me," commented Mr. Lindell. "I shall convey the suggestion to the Inspector General of Police," promised Inspector Alexander.

Mr. Lo asked that no fine be ordered on either charge as Mr. Grose was not aware that the street was for one-way traffic.

A fine of \$5 was imposed on this charge and a caution was administered on the charge of failing to produce the licence.

LONDON-SINGAPORE TELEPHONE.

THE POSSIBILITIES BEING CONSIDERED.

London, June 6.
In the House of Commons, replying to Mr. Somerville, who drew attention to the telephone facilities between London and Java, Mr. Lees Smith said the question of establishing a wireless telephone service between London and Singapore was being considered, "but it will be some considerable time before I shall be in a position to make a definite statement on the subject."—*Reuter.*

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THERE'S DANGER IN YOUR EYES, OHEERIE
Waring's Pennsylvanians-with vocal refrain
- SINGING A VAGABOND SONG
No. 22306 Shilkret & Victor Orchestra-with vocal refrain
PUTTIN' ON THE RITZ
Reisman's Orchestra-with vocal refrain
- THERE'S DANGER IN YOUR EYES, OHEERIE
No. 22335 A YEAR FROM TO-DAY (From "New York Nights")
Sung by James Melton

S. Moutrie & Co., Ltd.

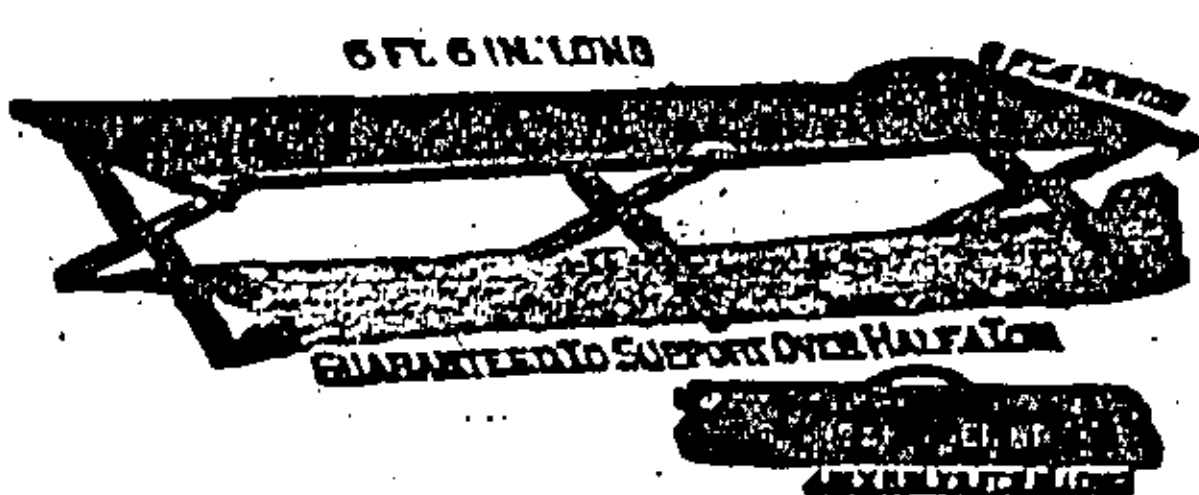
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AND SUPPORTS
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SUMMER BLANKETS

(THIN FLANNELETTE)

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Tel. 27779
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Tel. 23 24
Sales General, 3rd. Floor
(Entrance)
Tel. 27779
Service, 2nd. Floor.
Tel. 27775

Sales, Tyres and Accessories
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Tel. 27879

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Hotel.
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The Hongkong & Shanghai Hotels, Ltd.

The Hongkong Telegraph.

SATURDAY, JUNE 7, 1930.

"WATCHING."

Within a few days of the assurance given by a prominent official that the Hongkong Government is watching the dollar situation very carefully, a questioner in the House of Commons has been informed that the Secretary of State for the Colonies is "watching events with some anxiety." We fear, however, that the average resident of the Colony will find small comfort in these typically official declarations. Both the Imperial authorities and the Hongkong Government may be "watching" the situation, but as a correspondent suggested in a contemporary a day or so ago, they appear to be doing so from the wrong end of the telescope. What is of more immediate moment is when the "watching" is to end and action to commence. This crisis has not come on us in a day. Half a year has gone by since it became evident that our currency would be shot to pieces by adherence to the silver standard, and matters have gone steadily worse ever since.

It is pertinent to recall now that when the slump first began, the low-dollar advocates loudly proclaimed that the nearer we got to silver parity, the better it would be for the trade of the Colony. We are left wondering what they think of the situation now. Not only has there been no trade revival, but in the meantime living costs have gone up, savings and investments have shrunk in value, and there is a threat of increased taxation to meet the rising cost of government. Let it not be forgotten, either, that increased taxation will hit business concerns just as much as it will the ordinary householder. These are the things which the questioner in the House of Commons may have had in mind when he declared that the crisis was prejudicing the economic situation in certain parts of the Empire. Of course it is. We cannot see how the depression of our currency could have any other effect, whatever may be the actual causes of that depression. In other parts of the world when currency has become deflated, or debased, Governments have been at great pains to restore the position. In Hongkong, there is a big school of thought, which is apparently

quite content that the dollar should be forced down to almost any limit, whilst the Government sits still and "watches."

There is one grain of comfort to be gained from the fact that the matter has been raised in Parliament—namely, that the plight of the Colony is coming to be recognised at Home. Mr. Ramsbotham, who brought the question to the notice of the Government, went the length of suggesting that the matter of placing Hongkong on a gold standard should be considered. The reply does not seem to have touched on this point directly, but it was indicated that the Report of the local Currency Committee would furnish valuable material for the fullest consideration of the problem by the Secretary of State and his advisers. That is something to the good, in the sense that the whole issue is apparently to be reviewed, but inasmuch as the Committee has not yet completed its Report, the public will see that there is small chance of any very immediate action being taken. The Report has to be produced, sent Home for consideration, and then presumably, in due season, there will be an interchange of despatches on the subject between the Imperial authorities and Hongkong, after which some definite decision may be reached. Knowing what we do of official methods, it may be taken for granted that we shall be lucky if the issue is disposed of during the present year. What of the intervening period? Have we to be content to let matters take their own course still? It looks like it. Maybe after all China will beat us in the race and get down to action of some kind whilst we are still considering the pros and cons of the question. The point is, however, whether temporary measures of some kind cannot be taken. This possibility should be fully explored by the local Government. Otherwise, a situation which has become one of great gravity may easily get worse instead of better.

Those Pop Guns.

The authorities concerned are getting deeper and deeper into a mire of absurdity following the recent ruling that pop-guns are "arms," for they have now given a decision which is tantamount to a complete ban on a harmless toy which elsewhere in the world is sold openly and without any kind of restriction. The Sincere Company has applied for permission to move a consignment of pop-guns from the godowns, but this has been refused by the Police, although they are quite willing that the "arms" should be exported from Hongkong. The situation is rapidly developing into a farce, if it has not already done so, for here we have a complete ban on a toy which, during the recent Police Court case, was admitted by the Police themselves not to be dangerous. We imagine that Hongkong is the only place in the world where a ban exists on a harmless toy and where there is interference with the legitimate dealing by shopkeepers in children's playthings. There is little or no excuse for the prohibition, but apparently the Police view it as a necessary sequel to the Court decision when it was ruled that guns which discharge a cork to which is attached a string come within the scope of the Arms and Ammunition Ordinance. We have previously suggested that when the Ordinance was framed it was never intended to cover the harmless pop-gun. The ruling however, has been made and now the consequences are becoming apparent. The Colony seems to be in imminent danger of being made to look thoroughly foolish in the eyes of the rest of the world. For the pop-gun is, presumably, to be banned from the counters of toy shops. The most fertile imagination will be taxed to find anything much more absurd, but some consolation may be found in the fact that so far the pea-shooter, for example, has escaped official attention. As this projects a missile to which no string is attached and

DAY BY DAY.

AN IDEAL MAY BECOME AN IDOL,
AND IDOLS ARE EASILY OVERTHROWN.
—Mrs. Fred Reynolds.

His Excellency the Governor has appointed Mr. G. P. de Martin, M.B.E., to act as Director of Education.

His Excellency the Governor has appointed Mr. John Barrow to be an Assistant to the Secretary for Chinese Affairs.

We are informed by the Texaco Company and the A.P.C. that as from to-day, the price of gasoline is being increased to \$1.00 per gallon ex-pump.

The Government has accepted the following tenders—Messrs. Im Hing Kee and Wong Fai Nam for a quarry at Tai Po Road at the annual rental of \$315.

Silk forwarded from here by "Empress of Canada" on the 15th May arrived in New York (St. John's Park) on the 4th June, having been 20 days in transit.

Tenders are invited for the supply of one single screw tank-wood launch for the Port Health Officer. The cost is on no account to exceed \$31,000 Hongkong currency.

It is notified that at the expiration of three months, the Instone Trading, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

The body of an unknown Chinese, aged about 35 years, has been taken to the Kowloon Mortuary. The man was knocked down and killed by a Kai Tak motor bus in Gascoigne Road at mid-night.

It is announced that the programme of H.M.S. Medway, and her accompanying submarine flotilla, has been amended, and that she will now probably arrive in Hongkong in September next.

While playing with matches at his home at No. 4, Shantung Street, Kowloon, on Tuesday, Kwok Kau, aged 12 years, set fire to his clothes and was severely burned. The boy lingered in a precarious state until yesterday when he died.

A woman named Chan Sze of No. 103, Second Street, was attempting to lift a bag of salt on to a tram-car in Kennedy Town yesterday when she slipped on the roadway. She fractured a leg and has been admitted to the Government Civil Hospital.

Messrs. A. S. Watson & Co., Ltd., advertise that on Whit Monday, 9th June, all departments will be closed. The Hongkong Dispensary, Dispensing Department, will be open for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

The Government intends to erect public latrines at the junction of Argyle Street and Sai Yee Street, Kowloon, and at the junction of Ha Heung Road and a street south-west of Kowloon Island Lot 1847. Objections have to reach the Colonial Secretary not later than June 27th.

It is hereby notified that due notice of the appointment of the Reverend Mother Teresa Martinola as Mother Superior in the Colony of Hongkong of the Society of the Daughters of Charity of the Canossian Institute and proof thereof, has been placed in the hands of His Excellency the Governor.

Hongkong picture-goers will be interested to hear that the Central Theatre, Hongkong's latest cinema, will open shortly with Paramount all-talking pictures. The equipment is of the latest type, being built and installed by the Western Electric Company. Some famous films have been secured for the inaugural season.

It is notified for general information that a reciprocal arrangement for recognition of Passenger Certificates granted in Hongkong under the Merchant Shipping Ordinance, 1899, to ships of Class 1A, referred to in Table A in the Schedule to the said Ordinance, that is to say, sea-going ships having passenger certificates under full Board of Trade requirements for foreign-going passenger ships, has been concluded with Norway with effect from the 1st June, 1930.

therefore must be considered more dangerous even than the deadly pop-gun it will be interesting to see how much time elapses before this is vetoed. This would seem a natural outcome of the present attitude, but there is still time to turn back and to bring a little common sense to bear on the matter, to say nothing of the just rights of those whose business it is to trade in toys.

IN PRAISE OF SHOEMAKERS.

A Sphere where Harmony Rules.

Since mankind must walk, it may fairly be claimed that shoemakers have ever laid the foundations of human progress. Shoes are an essential of civilized existence; but we take them for granted and rarely give a thought to their makers. This is perhaps the highest praise; for being men wholly given to a noble employment, they do not intrude themselves noisily upon our attention; nor do they constantly bring their calling to our notice by strikes and lockouts and trade disputes. In England, and I trust elsewhere, a remarkable harmony rules in the shoe trade, and the most important combine of recent years has the beneficent purpose of protecting the customer against inferior workmanship.

The shoemakers of to-day may use two hundred machines to produce a single shoe; but he is only a generation removed from the old handicraft, at which a half dozen men and boys worked in one room which was at once a factory and a shop; and the old sense of unity remains. The writer's father, one of the pioneers of modern industry, would tell of the happy days of his boyhood in the village shop, where the master gathered his apprentices for a reading of the Bible before work began. Sir Henry Jones, in that charming autobiography with which he closed his distinguished work as an educator, has described with tenderness the four golden years he spent working with the awl by his father's side. Their village shop was the natural centre of social and political discussion, and he declares that he received there the finest possible education for a boy in his teens.

The work of a shoemaker or cobbler of the older type (and please note that there is a very fine distinction between a shoemaker who actually makes shoes, and a cobbler who only mends them) was not too arduous to permit of reflection, or conversation, or even reading; and, as all the neighbours dropped in from time to time for a pair of shoes or a new sole, the shop became a natural centre for discussion. No doubt it is for this reason that so many remarkable men have come out of shoemakers' shops, and that shoemakers have often, in a yet higher sense, laid the foundations of human progress.

On the very second page of George Fox's Journal run the words: "I was put to a man that was a shoemaker by trade. I never wrought man or woman in that time; for the Lord's power was with me, and over me, to preserve me, while I was in that service. Verily, in my dealings the Lord was with me, and it was a common saying among people that knew me, 'If George says Verily, there is no altering him.' But the day came when George ceased to make shoes, and made for himself instead a suit of leather, clad in which he went out to preach the Gospel. One of his followers sits to-day in the White House at Washington, a witness to the power that came upon that Leicestershire shoemaker, first of the Quakers."

In the next century, and in the very next county, there was a shoemaker's apprentice who discovered among his master's books a New Testament Commentary. William Carey could not rest until he had learned to unravel the passages of Greek in the book. He had, too, a passion for gardening and natural history, and when he became independent, combined his shoemaking with the pastorate of a small Baptist chapel. In these humble circumstances he formulated a complete plan for the evangelization of non-Christian peoples—a thing unthought of by the English Christians of his day. He deepened his knowledge of the classical languages, including Sanskrit, and made a survey of the culture and religion of every nation, which is still of substantial value after a hundred and forty years.

"I remember," says Andrew Fuller, "on going into the room where he employed himself at his business, I saw hanging up against the wall a very large map, consisting of several sheets of paper pasted together by himself, on which he had drawn with a pen a place for every nation in the known world, and entered into it whatever he had met with in reading, relating to its population and religion." William Carey sailed for India in 1793. He became, as William Willmerford declared when defending him in the House of Commons, more proficient in Sanskrit than Sir W. Jones himself, or any other European, and personally organized the translation of the Bible into over forty Oriental tongues, for many of which he himself made the first dictionary and grammar. By his efforts Indian agriculture received a new impetus, Western education was extended, the inhuman customs of child sacrifice and suttee abolished; and the whole vast missionary movement of modern times, including the translation of the Bible into over six hundred tongues, had thus its birth in the workshop of a Northamptonshire shoemaker.

Carey's signboard is still preserved in Regent's Park Baptist College, and thus links him, as Dr. George Smith has written, "to the earliest Latin missionaries of Alexandria, of Asia Minor, and of Gaul, who were shoemakers, and to a succession of scholars and divines, poets and critics, reformers and philanthropists who have used the shoemaker's life to become illustrious."

While Carey was at work in India, John Pounds was laying the foundation of universal education in his tiny cobbler's shop at Portsmouth. Feeling the need of companionship and education for a little adopted nephew, he had begun to teach a few children as he worked at his lapstone. Neighbours paused at the open window, wondered at the happiness pervading the tiny room, and went off to return with their children.

And so it came that, in a wood-built shop, sixteen feet by seven, with a cooking stove and a workbench, and a dozen or so cages for birds, and pets in its forty children at a time were crowded round the old cobbler, learning to spell, read, and figure, and make toys, and mend their shoes and clothes, and above all, to read and love the Bible.

Nor was nature study neglected, for on certain days John Pounds would give them all breakfast, and load the bigger lads with provisions, and lead the whole school off to Portsdown Hill for a day among the flowers and trees and the live things of the open air. It was a socially exclusive school, with its own system of advertisement and selection; there were no fees, only the ragged and hungry were admitted, and scholars were sought on the refuse heaps and drawn into school by the offer of hot potatoes.

John Pounds thus took his place among the great schoolmasters, standing with Arnold and Thring and Bowen and Sanderson. His work multiplied, and became the inspiration of Dr. Guthrie, the Earl of Shaftesbury in founding the Ragged Schools. Is there any wonder that Coleridge, when at Christ's Hospital, was ambitious to be a shoemaker, and declared that shoemakers had given to the world a larger number of eminent men than any other handicraft?—G. F. T. in the *Christian Science Monitor*.

CONCERT POSTPONED.

RAIN PREVENTS CLUB DE
RECREIO FUNCTION.

Yesterday's heavy downpour of rain prevented the Juvenile Society Revue and Follies from presenting their programme at the Club de Recreio last night, and it is hoped that, weather permitting, the concert will be given on Monday evening next, at 9.15 p.m.

The concert is in aid of the funds of the Society of St. Vincent de Paul, and as a bright and satisfying entertainment has been arranged, it is anticipated that there will be a large attendance.

WHO WAS—

MRS. POYSER?

The most formidable part of Mrs. Poyser, mistress of the Hall Farm in George Eliot's novel "Adam Bede" was her tongue, which was as sharp as a razor and as tireless as a machine. She was a shrewd, capable woman, very energetic and fair-minded, who loathed, above all things, laziness, frivolity and injustice.

Her maids worked under a constant stream of orders, advice and reproaches, and she went ill with anyone who excited her derision, for she had a pronounced gift for homely epigram. Of one character she said that he was "like a cock who thought the sun had risen to hear him crow."

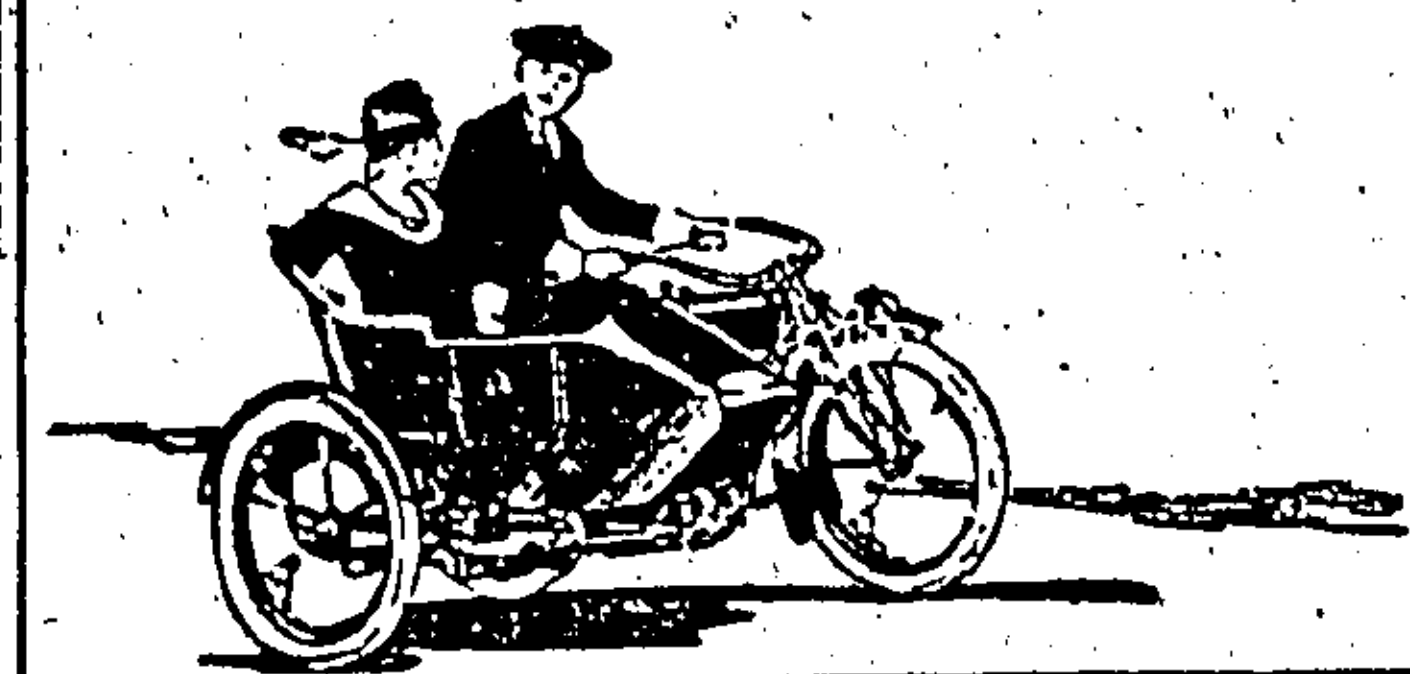
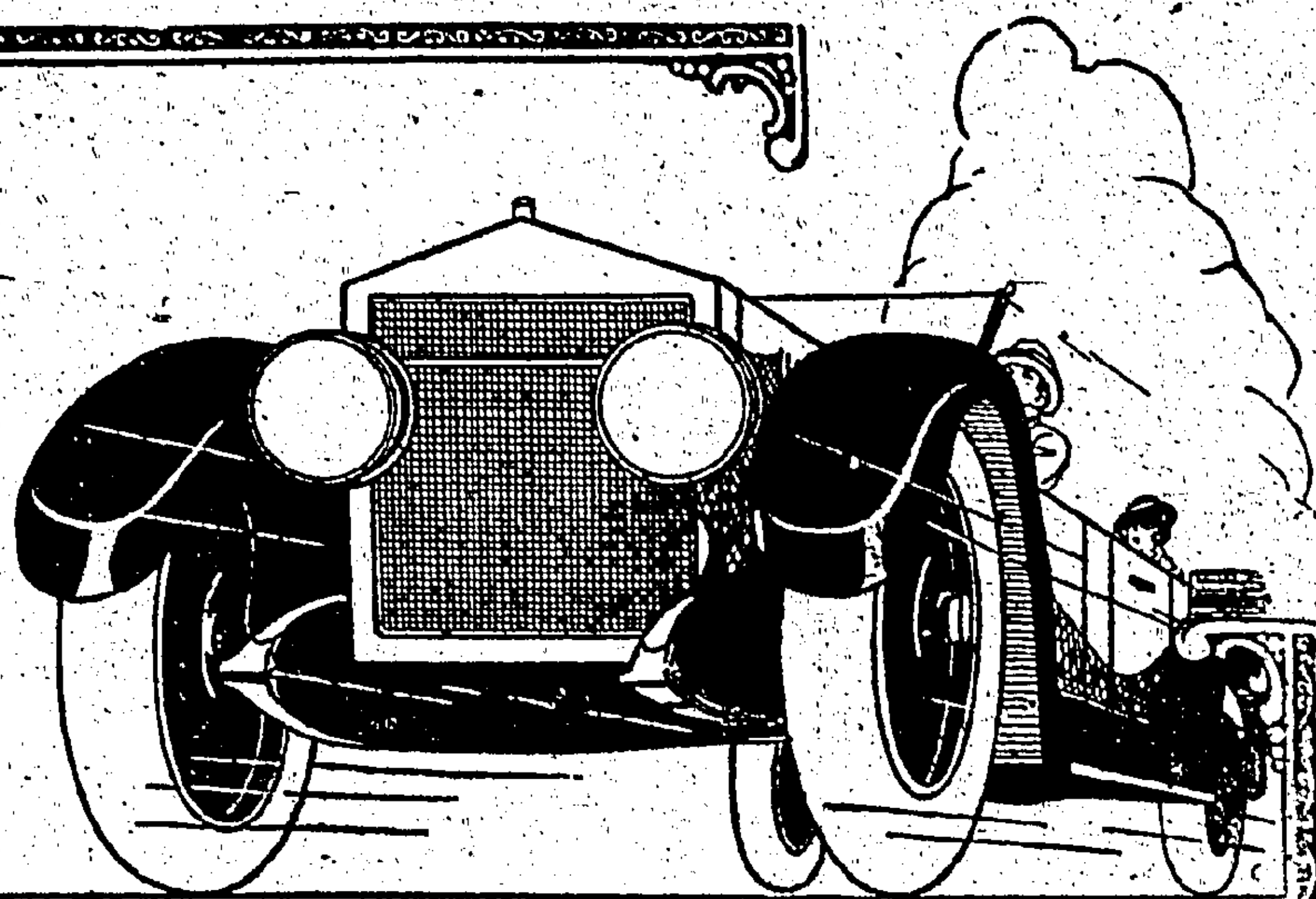
Most people stood in awe of her, but everyone was delighted when she turned the guns of her sarcasm upon the niggardly old squire and, metaphorically, reduced him to pulp.

It must not be thought that Mrs. Poyser had no heart. She was fond of her niece, Dinah Morris, a sweet and saintly creature, and although she was somewhat contemptuous of frivolous little Hetty Sorrel, she helped her joyfully in her time of trouble.

A very admirable, wise woman, in short, was Mrs. Poyser; of the type which is the salt of the earth.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 7th JUNE, 1930.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



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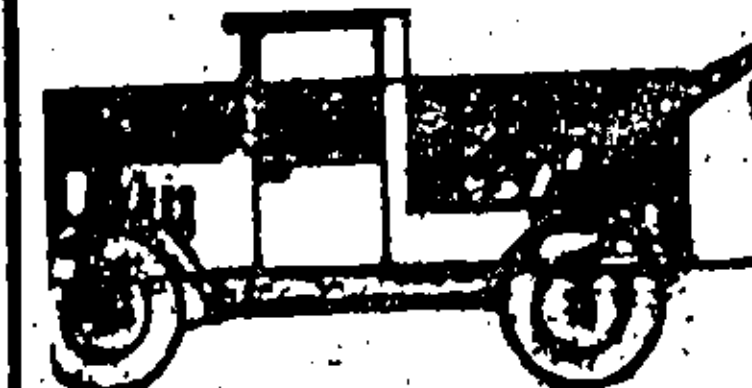
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NO PROBLEM TOO INTRICATE.

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PEAK GARAGE

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CURRENT COMMENT

Exasperating Unconcern.

In many respects, the City of Victoria is quite up-to-date as far as general traffic arrangements are concerned, with one glaring exception, and that concerns lack of attention paid by ordinary traffic to the warning bells or sirens of the Fire-Brigade. Towards the end of last week, a representative of the *Telegraph* was provided with an illuminating example of this remarkable state of affairs. The point of vantage was the third floor of the Bank of Canton Building, and as it happened, fire bells were heard ringing out their warning to clear the streets. One of the large appliances was seen coming from the direction of the Fire Station, and between the Post Office and the King Edward Hotel, was compelled to follow other traffic in the form of trams and motor vehicles. The tram car stopped at the King Edward, and two following motor vehicles naturally did likewise causing the fire engine to slow down and practically stop. As soon as the tram moved on, the motor vehicles also moved, and one of them later on, in answer to the continual sounding of the fire-bell, actually gave the signal for the fire-engine to pass him! What subsequently happened our representative did not see, but it is significant that the fire-engine crashed into the railings at the Cricket Club when endeavouring to pass the corner. We do not suggest that the accident was caused by traffic obstructing the fire brigade, but we do say that every driver of every motor vehicle, should receive the most definite instructions that he shall, under penalty for not so doing, immediately draw into the side of the roadway and remain stationary until the fire brigade appliances have passed. Not only traffic police, but every constable should be instructed that whenever he hears the fire brigade out on call, special attention should be paid to other road traffic, and the numbers taken of every vehicle that fails to give way immediately to the brigade. It is really strange that such a suggestion should be necessary!

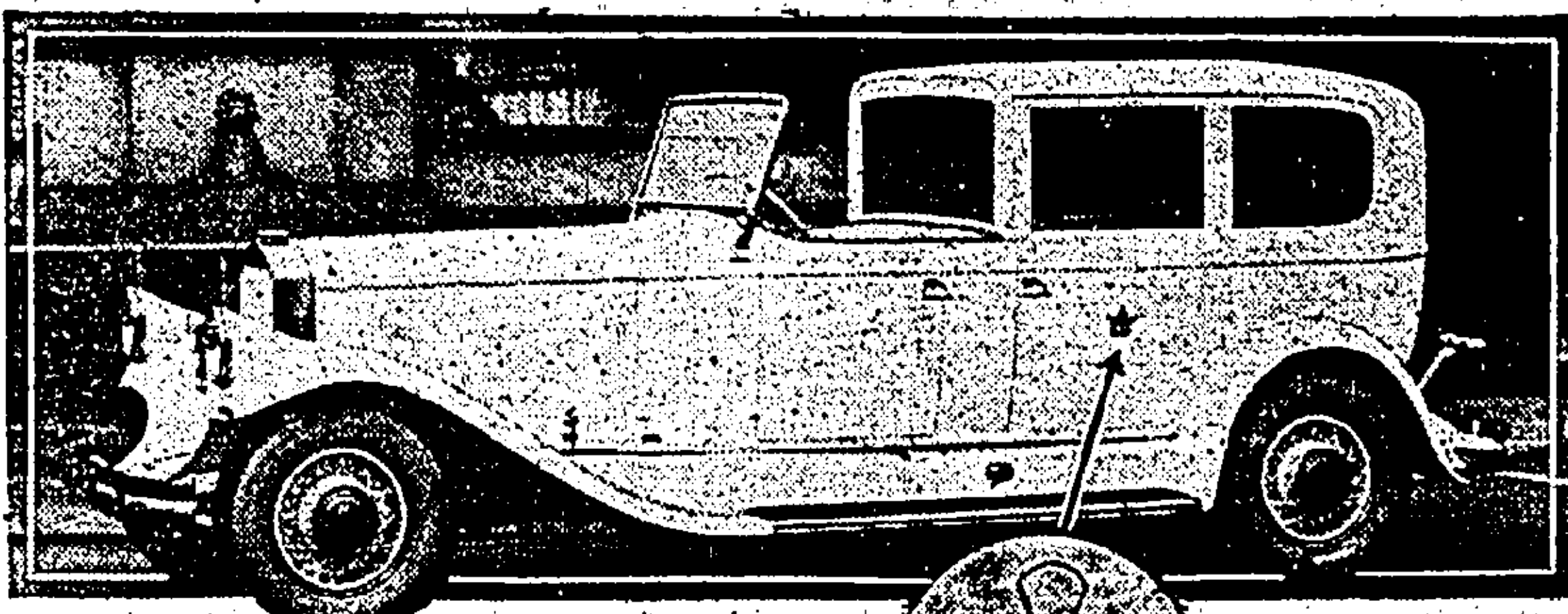
Minutes Mean Lives.

This is not the first time that attention has been drawn in these notes to the obstruction caused to the Fire Brigade and the Ambulance Service, and we would reiterate the plea previously made that when either of these essential services is answering a call, a delay of a few minutes may mean losing lives. Surely it is easy to visualise a serious fire in one of the closely congested districts, where a number of people have found themselves unable to escape, or similarly, a motor smash involving serious injuries to a number of people. A few minutes may easily mean saving or losing lives, and it is when this aspect is considered that the unconcern of other traffic is to be deplored.

Kowloon Bus Stops.

The placing of the bus stopping signs in Kowloon on the near side of turnings into side roads is by no means conducive to road safety, for it has the effect of screening traffic turning from the side streets on to the main roads. This is most undesirable in the case of traffic passing a stationary bus, for the reason that motor vehicles, rickshas or even pedestrians are liable to pass on to the main route, in front of the bus, thereby running the risk of coming into collision with other traffic. By placing these stops on the far side of each turning, as is done in most cities, this risk is totally eliminated, the side roads always being visible. The changing of the signs in order to con-

COSTLY CAR FOR SHAH OF PERSIA.



Riza Khan, Shah of Persia and his special automobile, luxurious with gold and jewels, silk and satinwood. Insets show interior decorations and the bejewelled gold royal emblem on doors and fenders.

Buffalo, N. Y., April 5th.—When Riza Khan, Shah of Persia, appears in state hereafter he will be driven past his admiring people in a magnificently bejewelled white and gold automobile, believed to be the costliest in the world.

This automobile, now on its way to Persia, was built especially for the Shah by the Pierce-Arrow Motor Car Company of this city. It was created as a parade car for public ceremonies.

The car itself costs \$18,500, but the lavish addition of diamonds and other costly jewels furnished by the Shah himself is said to raise the price of the finished product far above that of any other automobile made.

Everything in the car has been built solely with an eye to the Persian ruler's requirements. Only the chassis is of standard Pierce-Arrow manufacture. This has a 144-inch wheelbase and carries a straight eight engine of 132 horsepower.

Outside of this everything, even the tyres, is custom built. The coach work particularly represents the finest in luxury. The exterior—a regular town car model—is of pure white, enriched by stripings of gold and by the heavy gold-plated metal work on fender head-lamps, door latches, radiator shell, windshield frame, bumpers and even the inlaid metal stripings on the thick rubber running boards.

Royal Crown Outside. Emblazoned on both doors, and set up in front of each fender, is a gold replica of the Persian royal crown, mounted with emeralds.

Inside the car is all luxury. It is upholstered in a light champagne-coloured silk rep, embroidered with wreaths, the Persian royal family insignia. This is piped with white leather, edged with gold. The wood trim is inlaid satinwood, one of the costliest of woods. The silk window curtains are finished in a figured design. On the door is a heavy Persian wolf-hound robe.

Inset in the back of the front seat, and on one side within easy reach of the occupant are a cigarette case and a lighter of solid gold lavishly encrusted with diamonds.

Has Gold Controls.

Even the driver's compartment carries out the same lavish use of costly finish. The instrument, board, the steering column and the control levers are all finished in gold. Throughout is non-shatterable glass.

Despite this lavishness, however, the Shah is said to shun luxury in his home life. Rarely does he ascend to the luxury and splendour for which his ancestors were noted. He has no harem and is devoted to his wife and children. Gorgeous uniforms, jewels and rich decorations are reserved for official occasions. It is then that the Shah will ride along the streets in his new auto.

And when he rides, he rides alone.

JAY WALKERS.

Outspoken Coroner.

The coroner at Westminster (London), recently stated that in one week he had presided over ten cases in which death had been caused by motor vehicles.

In only two cases could any criticism be levelled at the drivers. In the other eight death was due to neglect of pedestrians to take the most elementary precautions.

MANY ROAD BUSES.

Preliminary estimates set the number of passengers carried by buses in 1929 at more than one and one-half billion.

Form to the universal method would effect a big improvement. Badge Numbers.

Members of the Hongkong Automobile Association are requested to take a note of the number of their badge, so that in the event of it being lost or stolen, no difficulty will be experienced in the tracing. In the case of loss, the number of the badge should immediately be given to the Police and to the Honorary Secretary of the Association.

HARBOUR TRANS- PORT.

Reduced Fares to Mem- bers of the H.K.A.A.

THE CONDITIONS.

The following letter is being posted to members of the Hongkong Automobile Association.—

It costs your Automobile \$2.00 or your Motor Cycle Combination \$1.50 every trip across the Harbour. This Association offers to its members coupons (non-transferable) at \$1.00 each in Books of Ten coupons.

Each coupon will entitle the Member's Automobile to one trip across the Harbour without further payment. Subject to the under-mentioned conditions.

Application for Coupons should state whether Automobile or Motor Cycle Combination and the registered number.

Conditions.

1. Coupons are strictly non-transferable and are available in respect of Cars carrying

the Badge of the Association only.

2. The name of the owner and his registered Car number, must be on the coupon.

3. Any un-used coupons may be redeemed at any time.

4. Coupons may be obtained from the Association's Treasurers, Messrs. Linstead and Davis—Alexandra Building—at \$10.00 per book of ten and they will be issued in the name of the applicant Member for cash and only if his current or outstanding subscription has been paid to the Association.

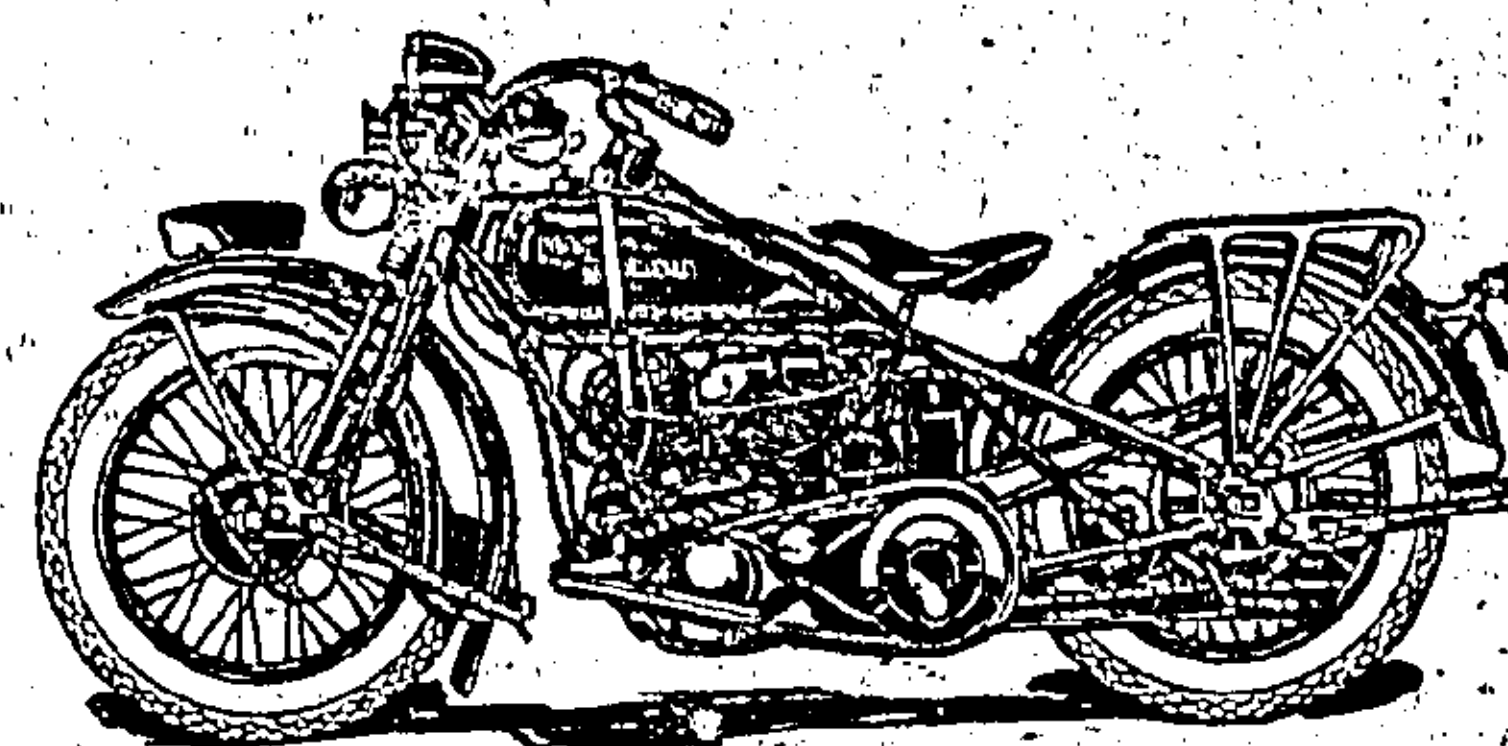
5. Not more than two books may be held by any one Member at any one time.

6. The Committee of the Association reserves the right to call in and redeem any un-used coupons at any time or to cease the issue of coupons if found expedient to do so.

PLAN GAS TAX BOOST.

Four States are contemplating an increase in gasoline taxes. Mississippi plans a rise from five to six cents; New York from two to three; Idaho from four to five, and Massachusetts from two to three.

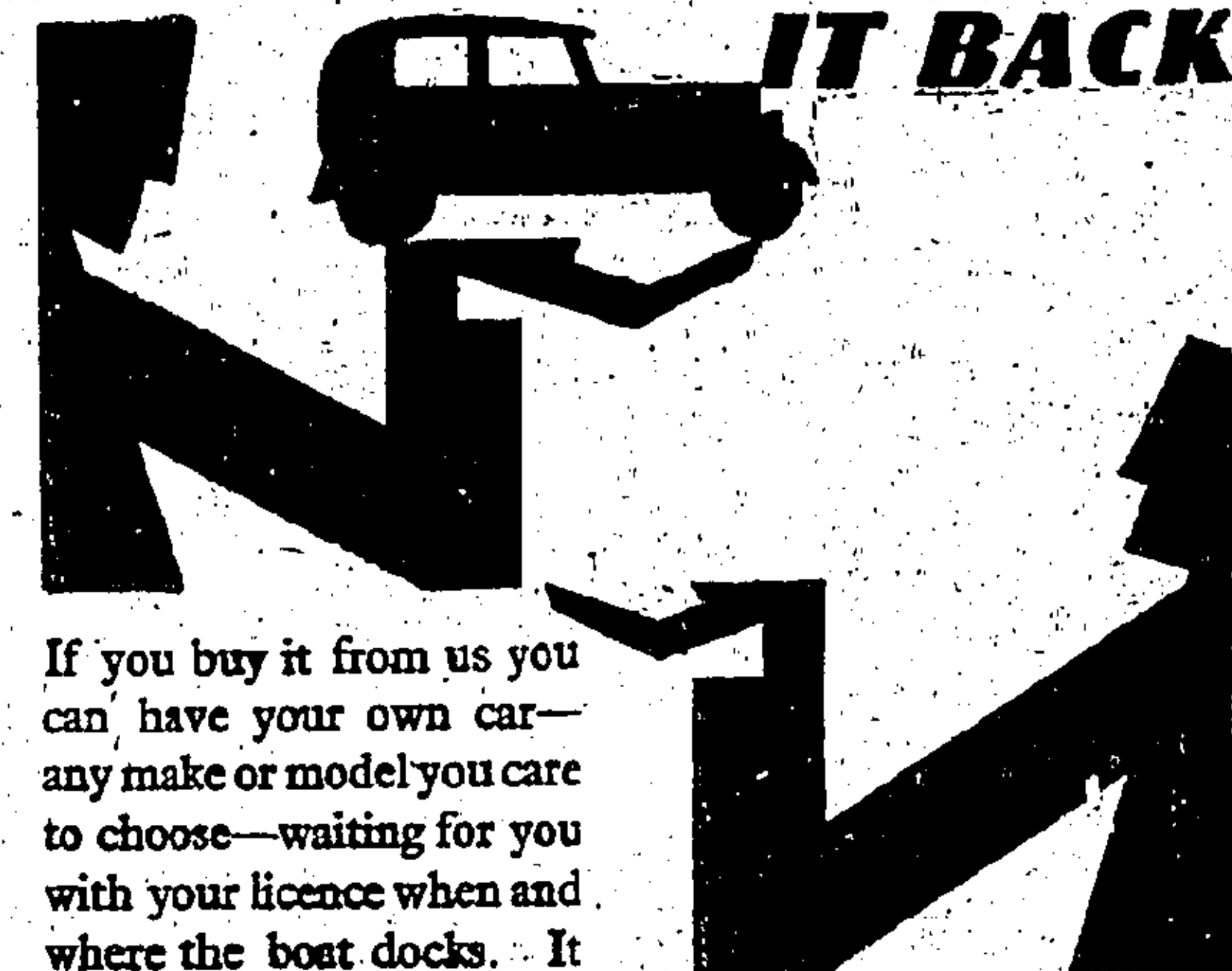
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your leave. You will avoid having to re-sell it hurriedly and, possibly, at a loss. You will have it for the entire time you are here. If you wish, an instructor will be lent to you free of charge for three days. Write to us at once about what we can do for you.

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CARS TAKE HUGE TOLL.

According to recent estimates, more than 180,000 people were killed, and over 6,000,000 injured, in automobile accidents in the United States during the past 10 years.

LOCALS RULE ROADS.

Sixty-nine per cent of the 3,016, 281 miles of rural roads in the United States is under the supervision of local authorities, or those other than state and federal officials.

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"WOBBLE-METER."

Measures Fatigue.
CAR COMFORT TESTS.

In attempting to measure the amount of fatigue that motoring causes to drivers, the American Society of Automotive Engineers has used the human body as a sort of "measuring stick."

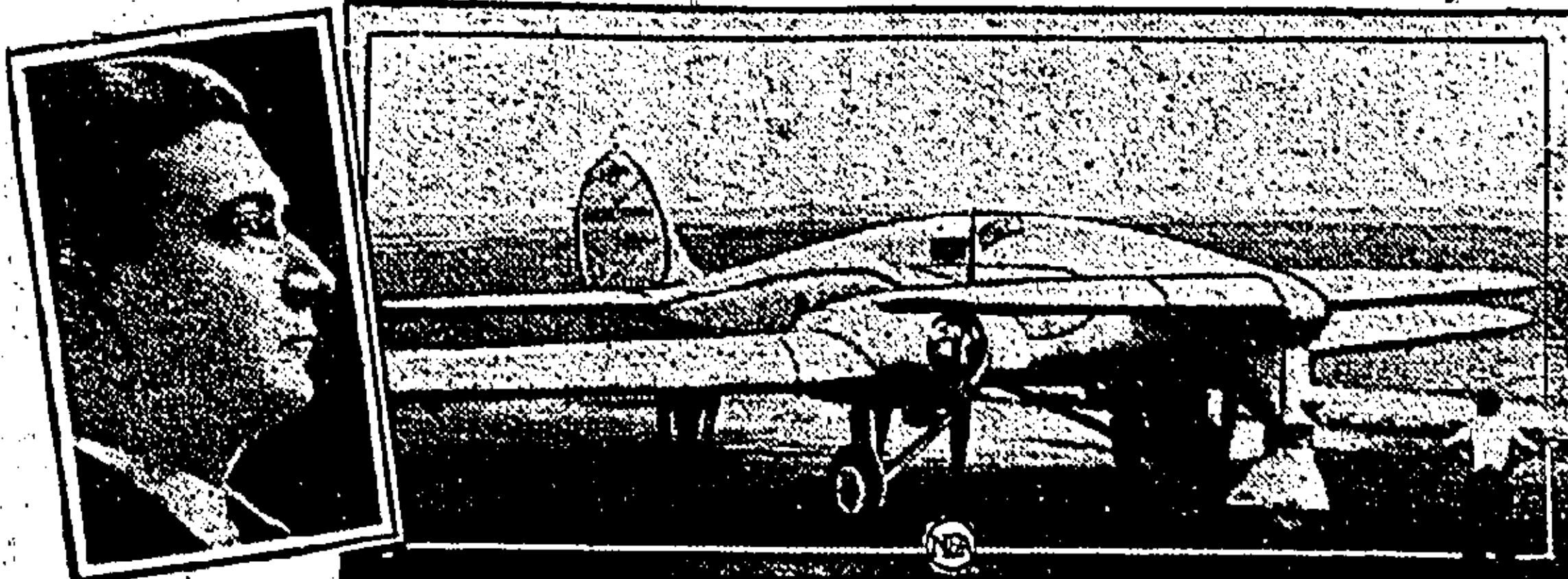
Using various types of springs, shock-absorbers, and other comforting components, various experiments were carried out, and the occupants of the cars were later put through tests which determined the amount of fatigue they suffered.

Physical fatigue is arrived at by ascertaining the amount of chemical change which has taken place in the blood during a given period. Nervous fatigue is measured on a "wobblemeter," which records the body sway or steadiness, the theory being that steadiness decreases as fatigue increases. By the results of these tests the relative comfort of the parts under test is found.

The experiments were conducted by the Department of Psychology of the George Washington University under the direction of the Society, but it is only recently that the results achieved have been considered worthy of further study.

There are filling stations at almost every oasis in the Sahara.

NOVEL THREE-WHEELED MONOPLANE.



George G. Fernie, inset, and his novel airplane.

New York, April 5th.—Originally built for a trans-Atlantic flight, the Fernie monoplane, which embodies a radical departure in design from the average airplane, will be displayed for the first time at the New York Air Show sponsored by the Aeronautical Chamber of Commerce at Madison Square Garden, May 3 to 10.

The unique plane is the result of years of work by George G. Fernie, who came to his country from Rumania in 1927. Fernie has designed several types of commercial and military planes now used in Europe.

His present plane was designed and built at Arlington, Staten Island, N. Y., last year in preparation for an ocean flight. Unable

to finish the plane till late in September, when it was successfully test flown at Roosevelt Field, Fernie abandoned the idea of a trans-Atlantic trip and since has concentrated his efforts in developing the plane for commercial use.

Features on the Fernie plane are a small auxiliary wing some distance ahead of the main wing and a three wheel landing gear. The auxiliary wing, mounted on the fore of the fuselage, in tandem with the main wing, by stalling earlier than the latter, operates automatically at high angles against involuntary stall of the plane. It thereby minimizes the danger of tail spinning.

The three-wheel landing gear has a number of advantages over

the conventional two-wheel type, according to Fernie and other aeronautic engineers. It enables the plane to be in flying position while on the ground, thereby reducing the distance needed in which to take off. The location of the front wheel at the nose of the plane permits powerful application of the brakes on the rear wheels without danger of nosing the plane over.

Fernie at present is engaged in the construction of a two-passenger, side-side, dual control, open cockpit plane of similar design and powered by a 75 horsepower Rover motor. The first plane is equipped with two Wright Whirlwind motors and has a top speed of 110 miles an hour.

MILLIONS FOR ROADS.

The U. S. Bureau of Public Roads reports that state and local authorities all over the country plan to spend more than \$1,501,167,000 for highway improvement in 1930. This is \$250,000,000 more than was spent in 1929.

BIG ROAD PLAN.

Colorado's highway department budget, calling for the expenditure of more than \$6,000,000 for construction and maintenance of roads during 1930, has been approved. In addition, \$3,500,000 left from last year's budget will be used.

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SPEEDING OUTPUT.

Chevrolet Increases
Assembly Plant.

900 CARS DAILY.

The Chevrolet Motor Company, division of General Motors, has completed an expansion of its production capacity with the recent opening of the rebuilt and enlarged assembly and export plant at Tarrytown, New York.

The new Tarrytown plant has a capacity of 900 cars daily and is one of the nine assembly plants and one of the two export plants maintained by Chevrolet in the United States.

Completion of this plant places Chevrolet in a more advantageous position to meet rapidly expanding sales requirements for its product along the Atlantic seaboard. In addition, the move was made to thoroughly modernize the plant and bring it up to the high standard of equipment and efficiency that characterizes Chevrolet plants in other sections of the country.

The new plant is a one storey, brick and steel structure, 1,200 by 400 feet, with monitor type roof, providing for maximum light and ventilation. Adjoining it is a new two storey office building, 200 by 60 feet, of concrete and brick construction.

The plant has two domestic as-

CARS & EDUCATION.

Ford's Activities.

\$20,000,000 FOR SCHOOLS.

Besides holding the strongest views on prohibition, Henry Ford has decided ideas on education. According to him everyone should learn a trade so as to have something to keep the hands and brain active.

"I believe there should be a technical school in every industrial organization," he said recently. Ford proposes to spend about \$20,000,000 in founding a series of self-supporting schools where academic subjects will be taught in the lower grade. Later, as students are prepared for it, they will be given vocational training.

assembly lines and an export boxing line. The export division of the Tarrytown plant serves many countries not in the territory of an overseas General Motors plant. Chevrolets are shipped direct from Tarrytown to these foreign countries fully assembled. The other Chevrolet export plant at Bloomfield, New Jersey, ships only knocked down parts for assembly at General Motors plants overseas.

The finished Chevrolet cars assembled and boxed at Tarrytown are put on barges and floated down to New York City, where they are put aboard ships for various parts of the world.

USEFUL HINTS.

That "Wheel Drag."

(By Israel Klein.)

Sometimes there is a peculiar "feel" behind the steering wheel that seems to warn the driver of something gone wrong.

The motor may be humming along in tip-top shape. Yet there it is, a sort of drag on the whole car, a feeling that the engine is pulling harder than usual.

The steering, too, seems more difficult, and the wheel must be gripped tight to keep the car from swerving out of control. Usually this is a sign of an underinflated, or flat, tyre in front. But sometimes, even with front tyres in good shape, this occurs. Then the cause may lie in the fact that the pitch or toe-in of the front wheels may be out of adjustment, enough to make control of the car difficult.

Perhaps even the caster, or slant, of the front axle may be off a degree or so, and the wheels may be shimmying as a result.

Tyres, for easiest driving, should be kept inflated at the pressures designated by the car's manufacturer. Balloon tyres usually take a pressure of about 35 pounds.

Too much pressure will cause susceptibility to hard knocks from irregularities in the road, and so make riding uncomfortable. Too little pressure makes riding easier, but causes difficult steering and renders the tyres open to greater wear and tear.

The front wheels have to fulfill three important requirements in order to make driving easy and riding comfortable.

First, they must have a definite pitch or inward slope, so that the bottoms are from one to three inches closer together than the tops.

Second, they must "toe in," or slant inwards horizontally as well as vertically, so that their forward edges are closer together than the rear.

Finally, the axle has to have a definite tilt, or caster, which prevents shimmying, or wandering, of the wheels.

If the pitch or toe-in of the front wheels of a car are off just an inch, the tyres will drag a mile sideways in every 16 miles the car goes forward, engineers have estimated.

That's what causes not only undue wear on the tyres, but that uncomfortable "feel" at the wheel, the kind that makes you think a heavy weight is dragging along behind. Steering, too, is much more difficult.

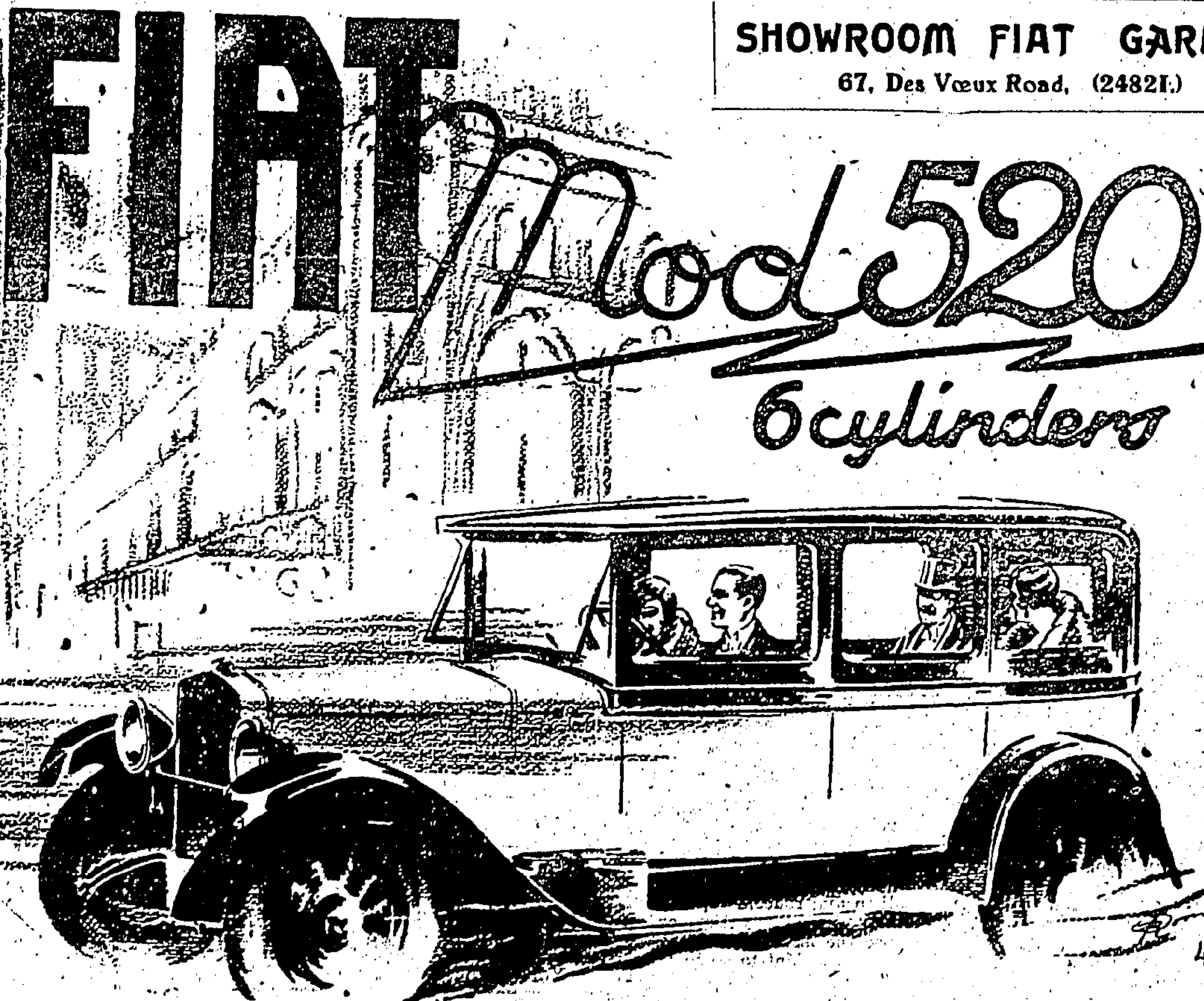
Unequal pressure by four-wheel brakes, or a sudden hard twist in turning a corner may upset the balance of the front wheels. A slight shock, a bump against the curb or over a rut, may be other causes for such trouble.

The bushing, pins or hearings in the wheels and steering system may be worn, so as to cause the wheels to wobble, or the steering to be uneven.

The remedy lies mostly in prevention—in keeping the entire steering system tightened up, and in getting a monthly check on the pitch and toe-in of the wheels, and the caster of the front axle.

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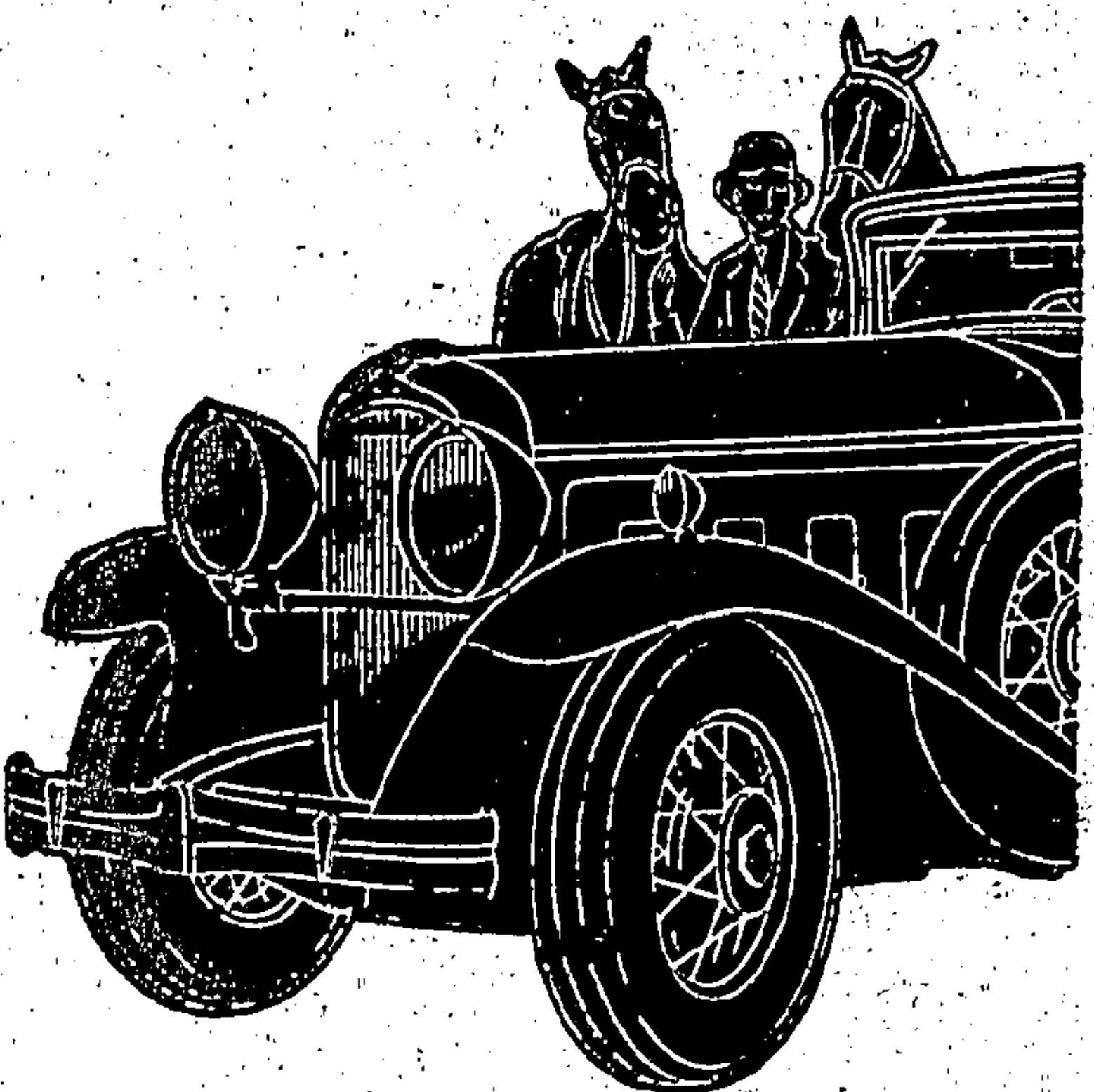
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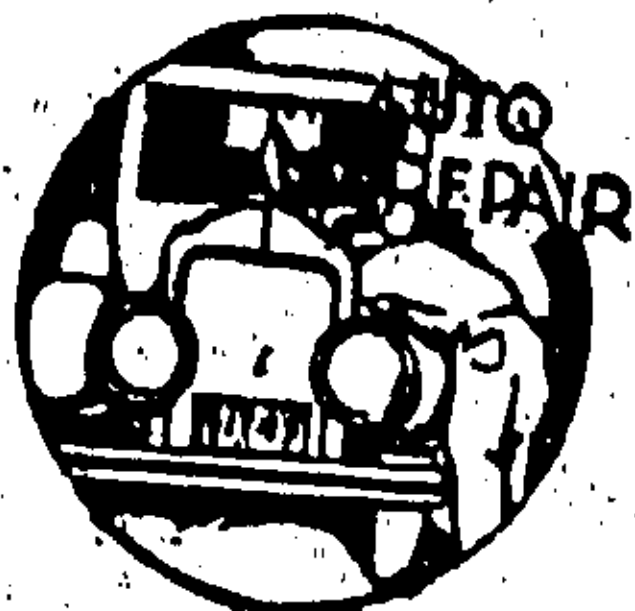
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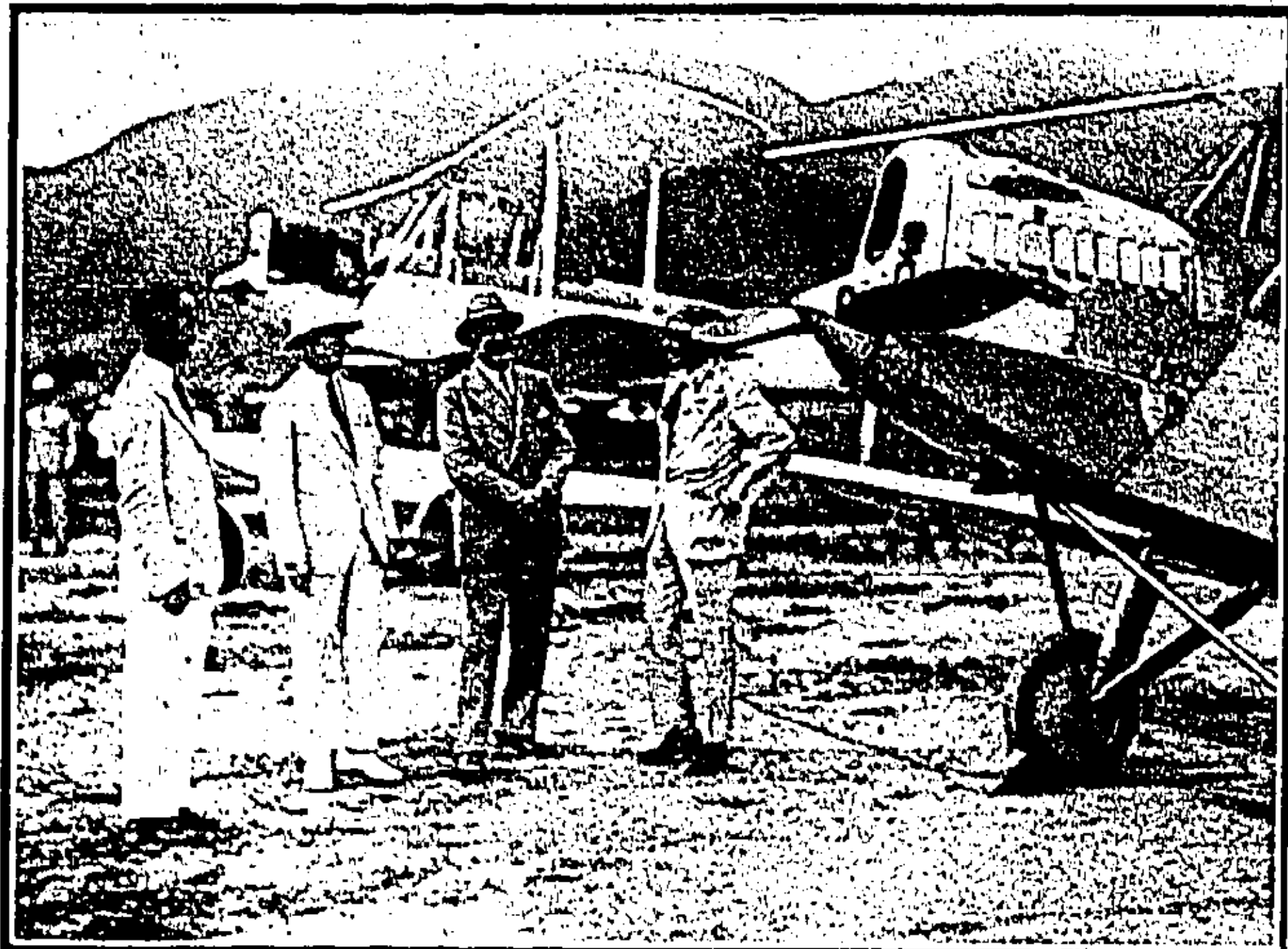
Pictorial Supplement

June 7th, 1930.

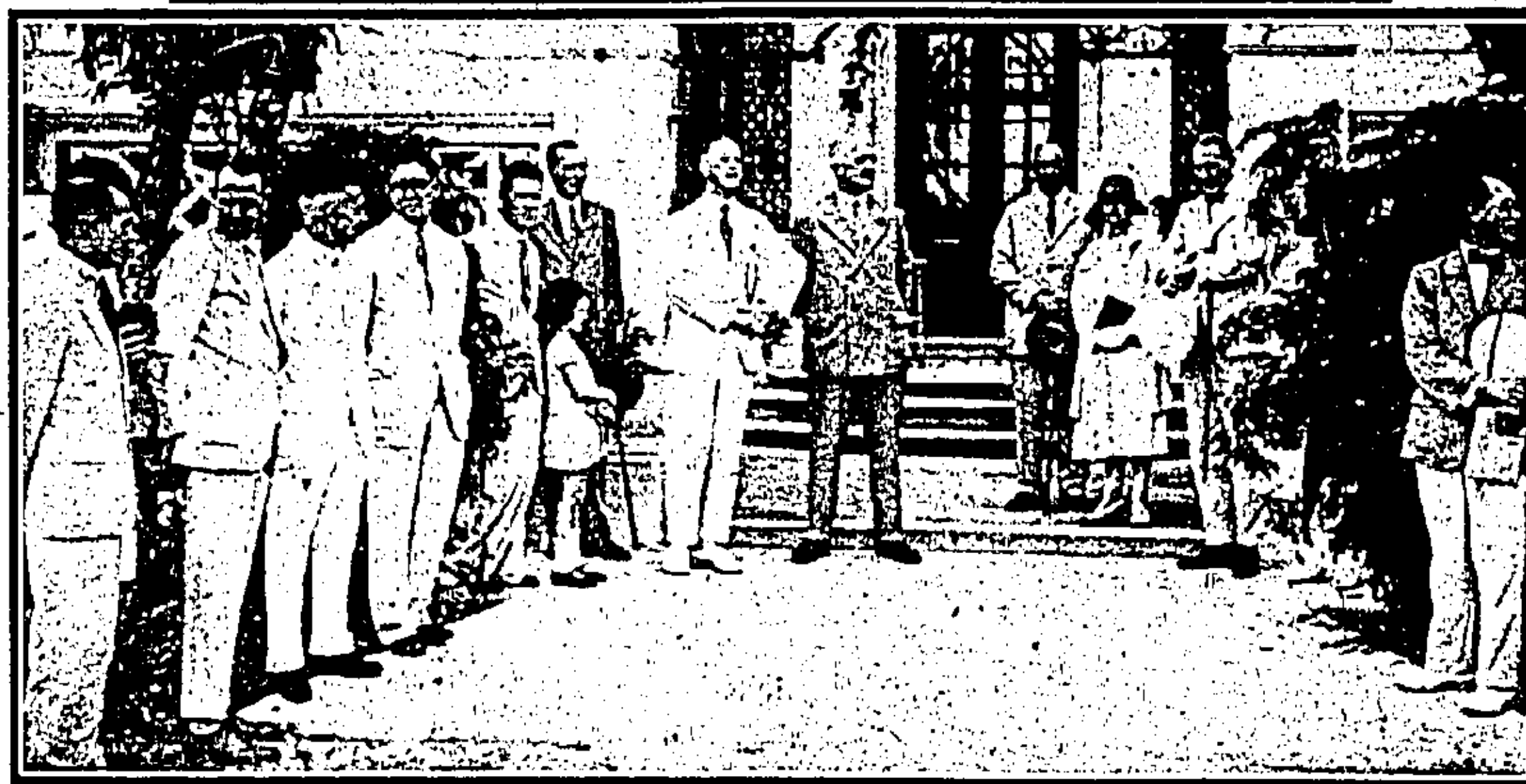
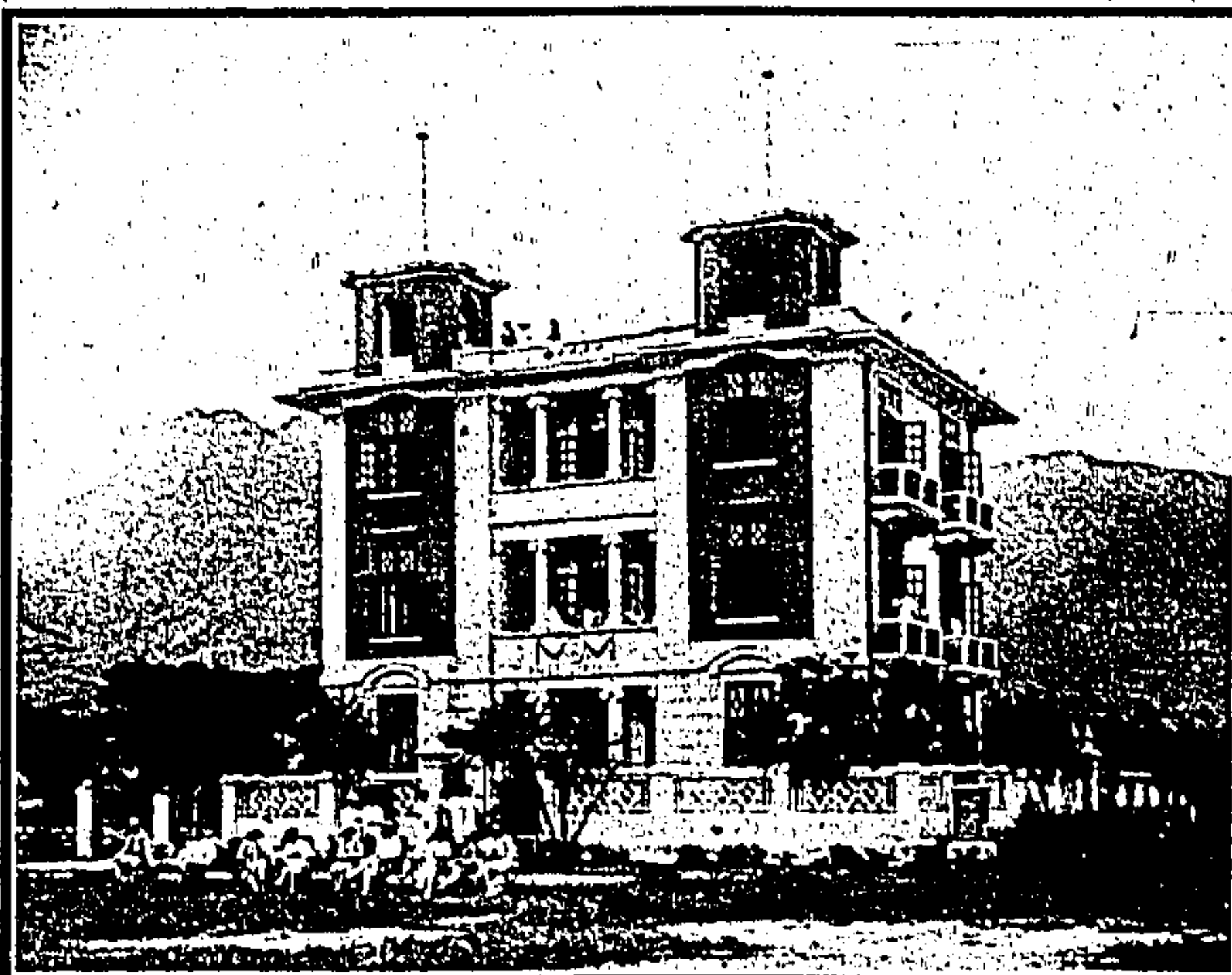
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You ought to try it out
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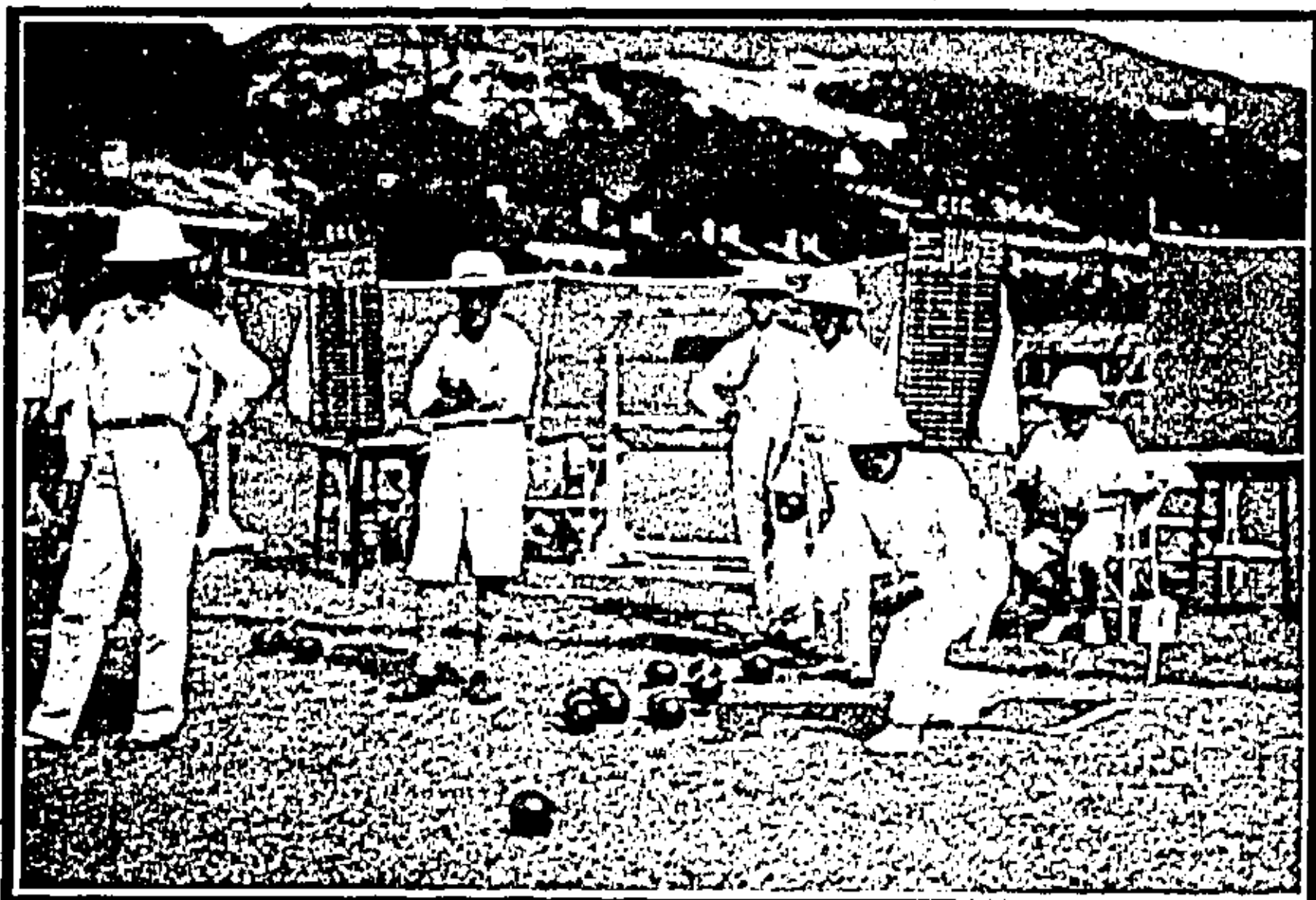
H.E. the Governor snapped in a happy mood at the opening of the Flying Club premises on Saturday. With him are Mr. E. I. Wynne-Jones, Hon. Mr. W. E. L. Shenton and Mr. C. D. Lambert. (Photo: A. Fong).



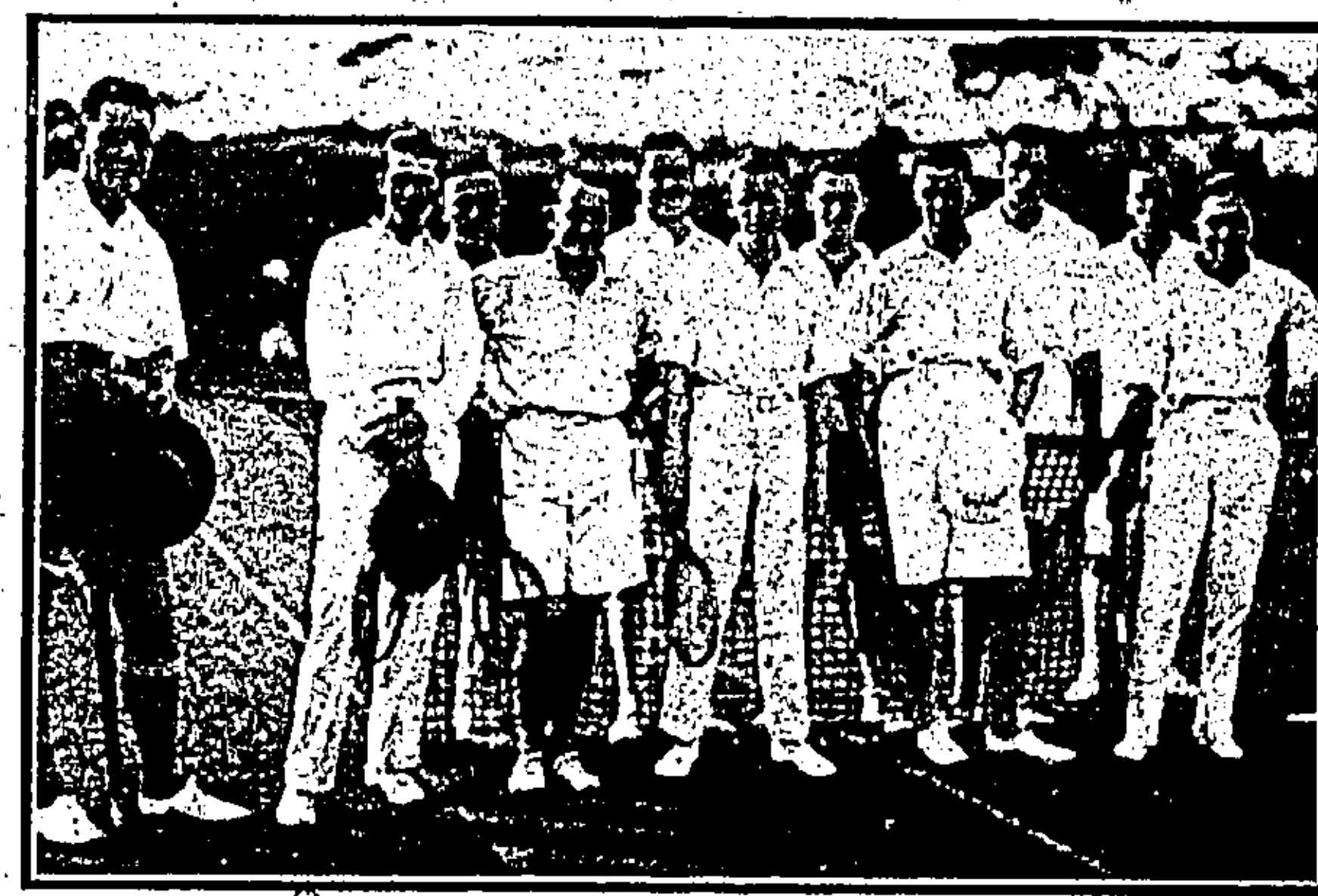
Top picture shows Field Cottage, the new Clubhouse of the Hongkong Flying Club, opened by H.E. the Governor last Saturday. Below, Hon. Mr. W. E. L. Shenton, Wing-Commodore of the Club, is seen addressing those present, H.E. Sir William Peel being on his left. (Photos: A. Fong).



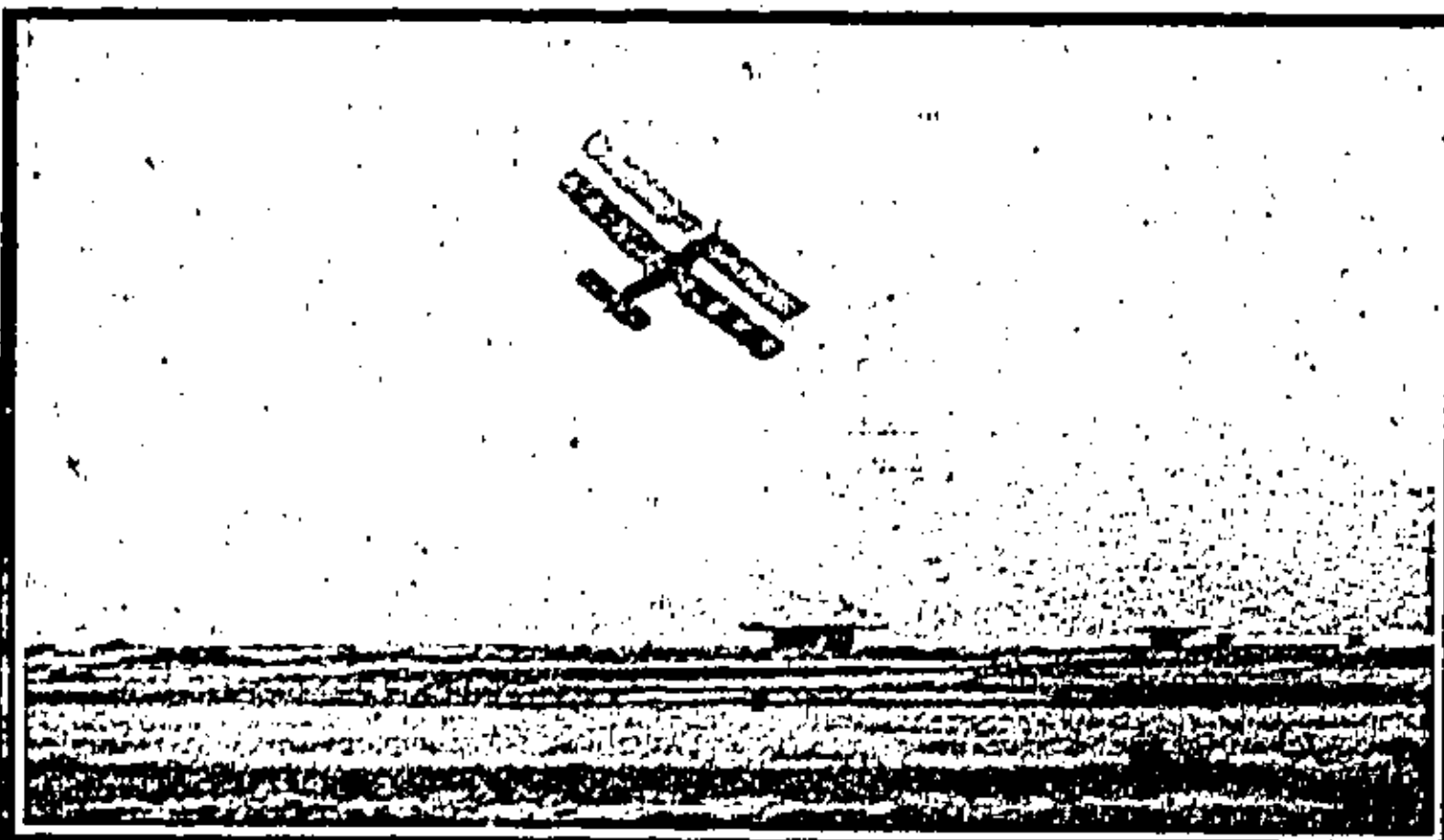
The arrival of H.E. Sir William Peel at the Flying Club's new premises on Saturday. Also in the picture, in addition to the A.D.C., are Lady Peel, Mrs. W. E. L. Shenton and Hon. Mr. Shenton. (Photo: A. Fong).



Play in progress between Craigengower and the Club de Recreio in the Lawn Bowls League on Saturday. The former won by 58 shots to 45. (Photo: Mee Cheung).



Tennis players who took part in the League match at Kowloon on Saturday between the K.C.C. and the H.K.C.C. After a close contest, the home team won. (Photo: Mee Cheung).



Stunt flying by one of the machines of the Hongkong Flying Club, on the occasion of the opening of the Clubhouse last Saturday at Kai Tak. (Photo: A. Fong).



Tsingtao is becoming increasingly popular as a summer resort. This picture shows one of the beautiful country roads in the locality.



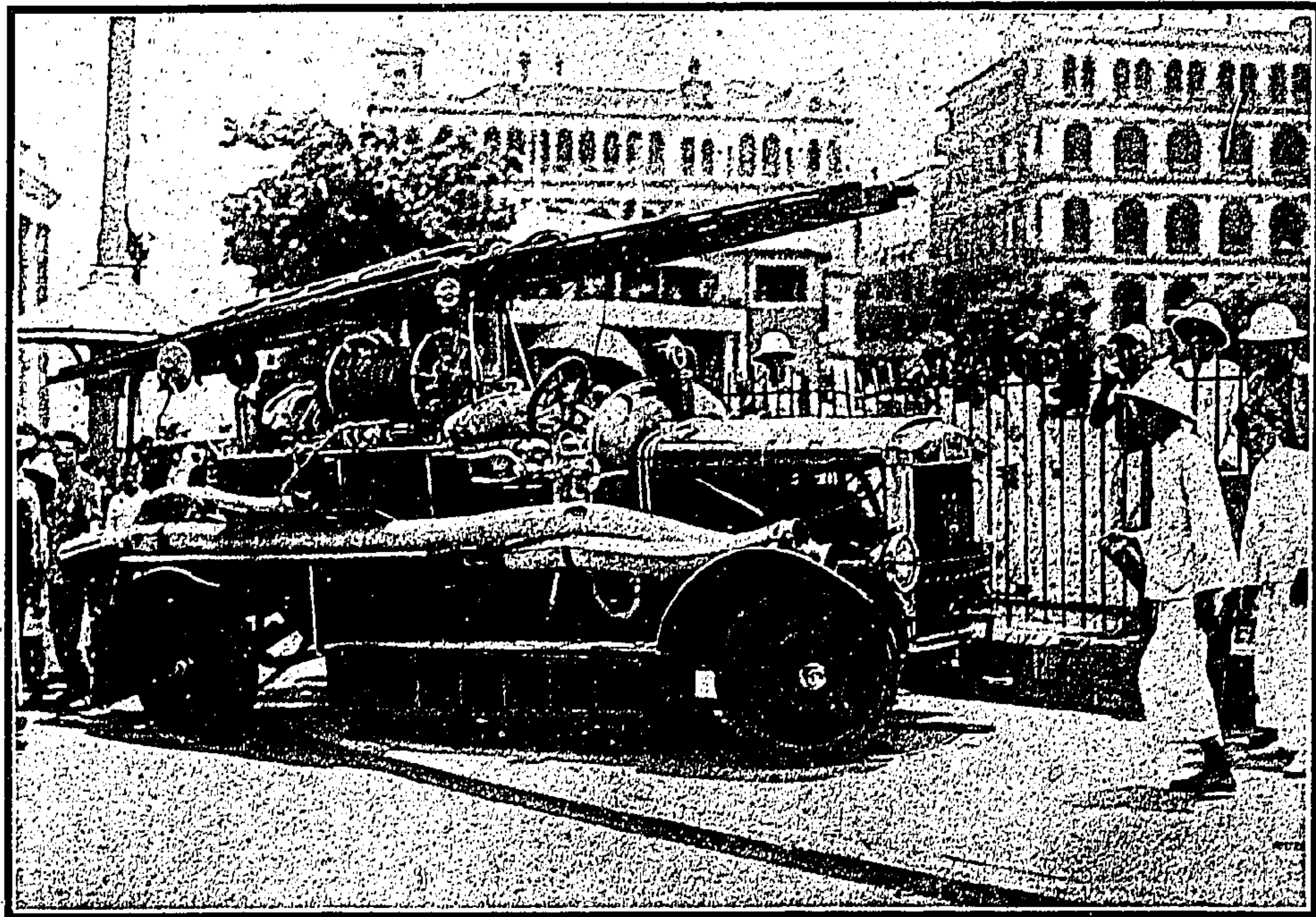
Here is another snapshot of the Lawn Bowls League match between Craigengower and the Club de Recreio at Happy Valley last Saturday. (Photo: Mee Cheung).



A close-up picture of Miss Amy Johnson, the plucky English girl who recently made a magnificent solo flight from England to Australia. She came near to equalling Bert Hinkler's record.



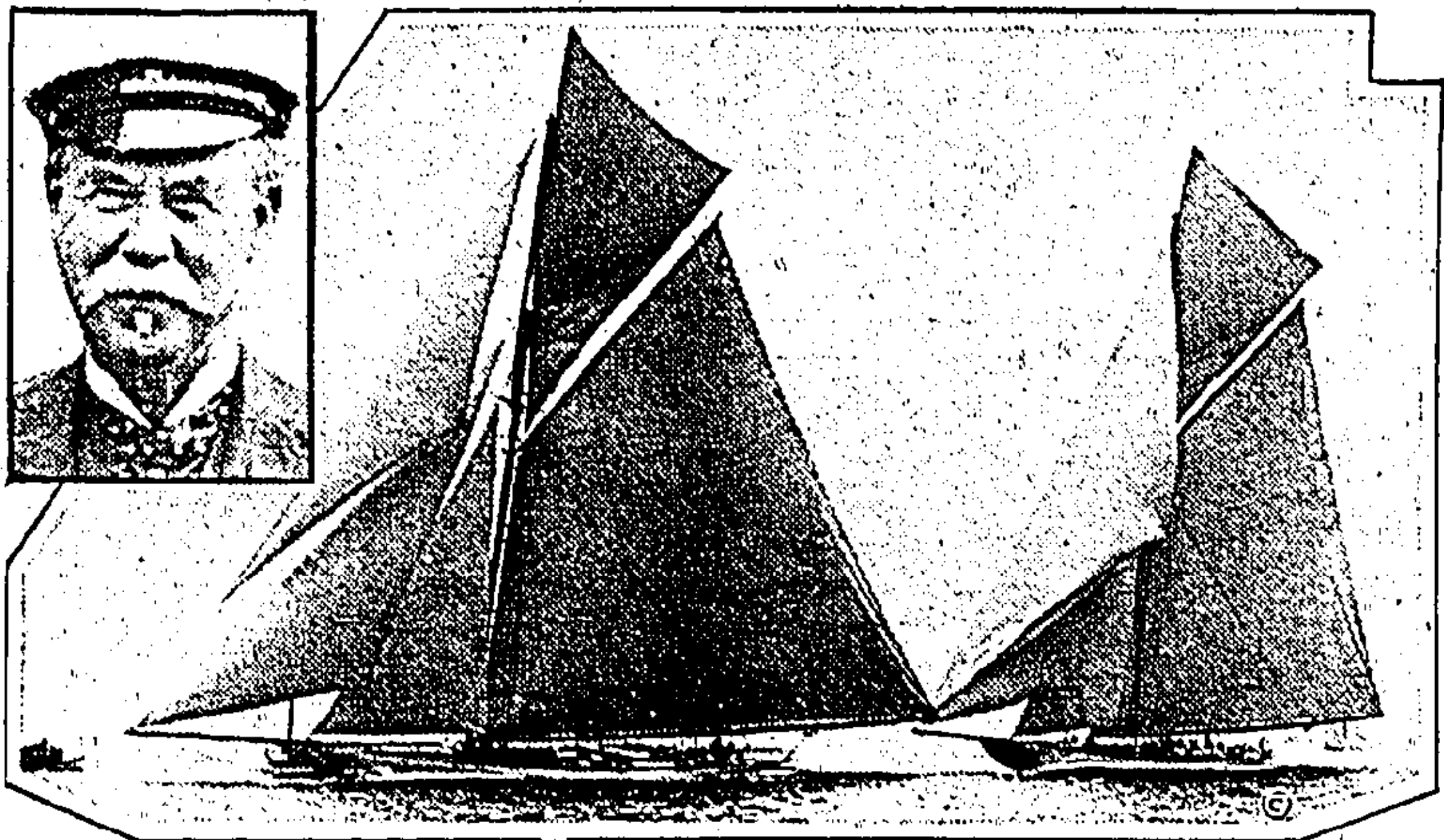
This picture shows Miss Amy Johnson just as she was about to leave Croydon on her solo flight to Australia. She is a member of the London Flying Club.



Picture shows Appliance No. 11 of the Hongkong Fire Brigade just after it had crashed into the railings of the Hongkong Cricket Club on Friday of last week, whilst on its way to an outbreak of fire on the Praya East. Considerable damage was done, but luckily no-one was injured. (Photo: Ming Yuen Studio).

THE AMERICA'S CUP.

II.—HOW ALL CHALLENGERS HAVE FAILED.



Two of the famous old America's Cup defenders are pictured here, and at the upper left you see Sir Thomas Lipton, who four times has challenged and lost and is returning this year for his fifth attempt. The yacht at the left is the Defender, victor of 1893, and at the right is the Columbia, which won three straight races from Lipton's first Shamrock.

[This is the second of a series of three articles describing the yacht races for the America's Cup.]

Every noted yacht club in the world has been invited, at one time or another, to visit the United States to compete for the America's Cup, famous international challenge trophy which has been successfully defended ever since it was snatched from the Royal Yacht Squadron in 1851 by a Yankee schooner. But only English and Canadian sportsmen have chosen to sail for it, and now, with the fourteenth challenge match arranged for this year, the rivalry for Atlantic speed supremacy seems definitely to have narrowed down to England and the United States.

It has been a long and hard-fought duel, a contest of wealth, of engineering skill, and of mariners' pluck, characterized for more than three-quarters of a century by "sportsmanship of the highest order." Which is as it should be, for those were the very words of old John C. Stevens, first Commodore of the New York Yacht Club, when, in 1857, he suggested that the queer-looking silver pitcher be announced as a perpetual challenge to the world's best yachtsmen.

But it was a full 19 years after the cup had been won by the schooner America in a race off Cowes, England, before Britain made any attempt to regain it. Meanwhile a Yankee schooner, the Sappho, had sailed to England, incidentally setting a record of 14 days for the crossing, to meet any betting competitors it might encounter there. One James Ashbury entered his Cambria against the Sappho, which was still carrying ten tons of brick ballast from its ocean voyage, and beat her easily.

It Looked Easy.

If this, thought Ashbury, was a sample of swift American sailing craft, there seemed to be no reason why he shouldn't take the Cambria abroad and win back the America's Cup. But he was due for bitter disillusionment.

Ashbury found himself scheduled to race against a fleet of 23 boats. The race was easily won by a defending schooner, the Magic. The Cambria finished eighth. But the cheers that rolled up that day from the big fleet of sightseeing vessels, crowded to the guards, were for the craft that finished fourth. It was the America, first winner of the cup!

The fine old schooner had been sold, after her sensational victory at Cowes, to a British sportsman. After he had raced her with indifferent success, she had been laid up until 1859, when, badly rotted, she was sold for junk. But the new owner relented and had her carefully rebuilt along her original lines.

Served in Civil War.

At the outbreak of the Civil War a syndicate in Savannah, Ga., bought the America, mounted her with guns, and employed her as a blockade runner in the southern cause. Finally a Yankee gunboat chased her up the St. John's river in Florida, where she was scuttled by her crew, later to be raised by the Federal government and assigned, until 1864, to the blockade fleet off Charleston, S. C. Then she was sent to Annapolis as a Naval Academy training ship.

Strong public sentiment demanded that she be entered against the Cambria in 1870 in defence of the cup she had won. So she was re-rigged by the navy department, assigned a navy crew, and proudly breezed across the finish line more than 13 minutes in advance of the new English challenger.

To-day she lies in a basin at the Naval Academy. Perhaps not a single stick of the original ship remains, but the lines are still the lines of the America, and her

traditions are still those dearest to the hearts of yachtsmen.

Ashbury, the first challenger, was a good loser, and immediately after his return to England he set about building a new cup contender. He stipulated, however, that he would race only against a single boat, instead of opposing a whole fleet, as he had done before. This request was granted, and when he brought over the Lavonia he found two American yachts ready to sail—the Columbia designed for a light breeze, and the Sappho for heavy weather.

Proved Costly.

The match was to be four races out of seven, the first two being won handsily enough by the Columbia. Then, with rougher weather in prospect, and believing their part well done, the Columbia's crew proceeded to celebrate.

Next morning, however, they finally were made to understand that an emergency required them to sail the third race also. So the Columbia was taken out, and literally staggered over the course, finishing 15 minutes behind the challenger. This, incidentally, was the only heat in all the matches sailed during the first 59 years which was won by a foreign boat. The Sappho easily captured the next two races after Columbia's defeat.

The next challenge came from the Royal Canadian Yacht Club, with the Countess of Dufferin. She was beaten in two straight races by the Madeleine, in 1876. This was the last America's Cup contest between schooners. From that time until the evolution of the deep "fin" keel, the British yachts were of the cutter type, while the American craft have been sloops or cutters, single-masted with double-headed rigs.

Other Defenders.

For three successive years after 1885, the New York Yacht Club was forced to defend the cup, and found it disconcertingly expensive. Twenty thousand dollars was a lot of money in those days to pay for a racing yacht, although it scarcely is a twentieth part of the average cost to-day. But pay they did, and built the Puritan, Mayflower and Volunteer, each of which won two straight races with the Genesta, Galatea and Thistle, from England and Scotland.

Prior to almost every match up to this time, "sea lawyers" had wrangled back and forth across the Atlantic regarding conditions, rules and the highly intricate measurements and ratings of the various yachts. So the "dead-weight," or provisions under which the cup was offered, was revised. It limited the size of racing craft to from 65 to 90 feet on the waterline, and provided that future catches should be decided by the best three out of five races.

It was not until 1893, however, that conditions finally were agreed upon and a challenge accepted from the Earl of Dunraven, of the Royal Yacht Squadron. His Valkyrie II was beaten in three straight races by the Vigilant, and two years later he returned with the Valkyrie III.

Protests Mar Match.

Then occurred the only serious incidents of ill feeling which have marred the America's Cup matches. Dunraven's yacht was opposed by the Defender, and beaten by about eight minutes in the first race. He protested the race, claiming that additional ballast had been taken aboard the American boat after official measurements had been made. This protest was not allowed, and on the second day, just before crossing the starting line, his

yacht came so near colliding with the Defender that her boom carried away some of the American's sails. The race was finished and the partially crippled Defender lost, but was awarded the decision on a foul.

The American owner's offer to resail the race was met with a refusal. And on the third day, Dunraven quit only a few moments after the race had begun. But no such unpleasantness marked the four subsequent races, for never has an invading sportsman been more popular in America than Sir Thomas Lipton.

The persistence and courage of the Irish multi-millionaire have won the hearts of sportsmen everywhere. Four times he has sailed and lost, and now is going to sail again. Sir Thomas never has carried a garboard stripe or a marlin spike about conditions of a race or the disparities in measurements of contending yachts. All he asks is a chance to lift the cup. To be sure, he already has won more yachting trophies than any man alive, but he'd give them all, and a good many more too, for the elusive America's Cup.

Lipton's First Defeats.

He took over the first green-hulled Shamrock in 1899, and lost three races to the Columbia. Two years later he was back again, with the Shamrock II. American syndicates had built two yachts to meet her, but both were failures. So the Columbia was fitted out again, this time with a more powerful rig, and won the match with three more races.

Those two defeats had cost him a huge sum, but in 1903 Lipton sent over another challenge, actually making discreet apology for his persistence: "In thus desiring an opportunity of making a third attempt to obtain possession of the America's Cup," he wrote, "I hope I may not be deemed importunate or unduly covetous of the precious trophy so long and so securely held in trust by the New York Yacht Club."

Then came the Shamrock III, a beautifully modelled cutter with unusually long ends and narrow beam. She was about 90 feet at the water line, the only fixed restriction, which had to be met by the defender, named the Reliance. The latter was the largest and most powerful cup yacht ever built, and carried 16,160 square feet of canvas, a full 2000 feet more than the Shamrock had. Reliance won three straight races.

In 1914 Lipton brought over the Shamrock IV, a smaller yacht, 75 feet on the water-line, and of new design. Three yachts were constructed to meet her, J. P. Morgan headed the syndicate which built the Resolute, the fastest of the defenders, but before the trial races were completed, and while Shamrock IV was on her way across the Atlantic, the war broke out and the boats were laid up until 1920.

Nearly Lost Cup.

As usual, the match was sailed off Sandy Hook. Lipton was delighted and the Americans dismayed when the visitor won the first two races. It seemed that the cup at last was to be lost, for the two boats had proven themselves about equal in sailing ability.

"I have waited for this moment for 21 years," declared Sir Thomas.

The balance of speed, however, was to be decided by skill of handling, and the Resolute won all three of the remaining races under command of Charles Francis Adams, now Secretary of the Navy.

So Lipton went back again beaten, but still undaunted. He has waited ten years to give others a chance to challenge, but never relinquished his great ambition. This year will witness his fifth and supreme effort "to lift the old mug."

[Next Week: Yacht races of 1930.]

GIANT FRENCH BOXER.

Willing to Challenge Carnera.



Here you see Fernand Contat, giant Frenchman, standing in the centre of a group of ordinary sized people. Contat's greatest desire is to battle Primo Carnera, the huge Italian boxer whose ring appearance in America have attracted so much attention.

Paris, May 10th.—Fernand Contat is very, very sorry that Primo Carnera's great American treasure hunt appears to be almost ended. For the banning of the Man Mountain of Italy from the prize rings of two states doubtless will cast giantism into considerable disrepute among the boxing fans. This being the case, Fernand Contat may just as well go back to his French carnival company and forget about the fortunes which once were available in a prize fight pushover business.

Fernand, you may have guessed, is a pretty big boy. In fact, looking down from his altitude of 7 feet, 8 inches, he will tell you that the ponderous Primo is only a pygmy. He insists that if he were placed in a prize ring, there just wouldn't be room for anybody else. Fernand also is willing—and anxious—to pick on Primo first, as the man nearest approaching his own size.

Weights 415 Pounds.

The Frenchman is a physical freak who, like Primo Carnera in his pre-barnstorming days, goes in for exhibitions in itinerant circuses. When down to "working weight," though he can find little work to do, he whirls the scales to 415 pounds and his waist, proportionately, is slim. Possessed of as much courage as he has brute strength, he naturally is green-eyed over the profits and publicity that Carnera has cornered.

The French boy, who still is filling out at 28, is particularly scornful about the feet that have made Carnera famous. Journey, former boxer who discovered Carnera, always claimed that he tracked him down by following gigantic footprints in the mud, and that Carnera was barefoot because he could find no shoes to fit him. But Fernand says that his shoe would make Carnera's look like Cinderella's slipper.

Then, as to eating, another claim to Carnera's greatness: Fernand says there would be nothing to it if they were matched. He modestly pointed out that, like all good Frenchmen, he breakfasts lightly. But instead of being satisfied with one cake, he eats three dozen. At other meals, his normal nourishment would put Primo completely out of form.

Drinks Cocktails in Beer Glasses. He likes a few cocktails before dinner, and has them served in beer glasses. A loaf of bread split



Dolores Costello, the well-known cinema star, in a garden setting.

PRIEST'S MODERN METHODS.

Find Much Favour in France.



Father Joseph Beaudreau, of Spencer, Mass., only American priest to hold a parish in France, here is shown with some younger members of his humble Fourqueux church.

Paris, May 8th.—The French people were surprised the other day to learn from the Paris newspapers that an American priest was the head of a French parish. In an out-of-the-way locality he has won popularity and success among his adopted people by his introduction of American methods.

Father Joseph Beaudreau, the only American priest to hold a parish in France, who originally hailed from Spencer, Mass., is a self-exiled religious enthusiast. His two parishes in the high wooded hills about Fourqueux are less than 100 miles from Paris, but 400 years remote from modern civilization.

Father Beaudreau was a star football player at the Hartford, Conn., seminary, which he trained for the priesthood. After being admitted to the missionary Order of the Fathers of la Salette, he continued his studies in Rome. During the war he went to Switzerland where he administered to refugees.

There he demonstrated the qualities of leadership which later won him the offer of a prosperous parish in the United States. He declined. "Send me instead," he requested, "to a post on the frontiers of the faith." So he was transferred to the little seminary of the Fathers of la Salette at Fourqueux, in the Marley Forest, with the additional charge of the two parishes of Fourqueux and Mareil-Marley.

"When I first took over the lost hill parishes," said Father Beaudreau, "I found the two churches in a state of utter dilapidation, even with rain pouring through the roofs. Being a good American in spite of my long residence abroad, I decided to organize typical American 'drives' to raise the money to rebuild them."

"Among other ideas, I planned raffles, but had no money to buy

prizes. So I appealed to my rich fellow-countrymen who are our neighbours.

"I was most cordially received and was served with cocktails and rare wines. But when I suggested that a few bottles of good wine would make excellent prizes, my hosts were horror-stricken. Apparently no clergyman had a right to enable his parishioners to drink good wine."

"The same reaction came when I planned Sunday theatricals, believing that work of the Lord can best be done on His day. But my wealthy friends refused to contribute for Sunday shows, although I was asked by those who had heard of my golf prowess, as a divinity student in America, to make up a foursome for the following Sunday."

"I did receive several cheques from Americans, which were all marked: 'For distinctly dry purposes.' These I have used for repairing the roofs of my churches, because they certainly needed drying up."

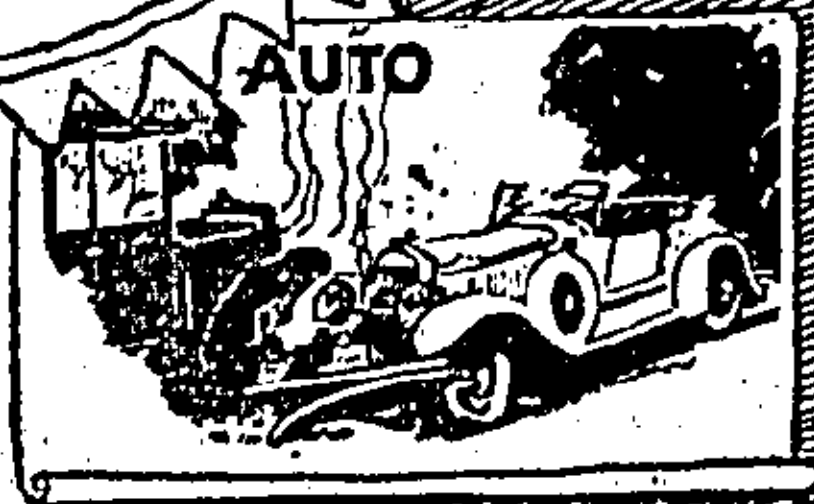
"Wine is dear to the heart of this earnest clergyman, who compares American conditions under the prohibition law with the matter-of-fact acceptance and use of wine by the French people. In speaking of it, he lapsed into the quaint diction of his peasant parishioners."

"May the people of my land turn their backs on prohibition, and warm their hearts and make mellow their souls with the good wine that nature has given them. I do speak from experience, and with love in my heart."

"I do more than countenance the drinking of good wine. I advise its use in the same manner in which these, my parishioners, and their forebears for more than a thousand years, have partaken of it."



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Headlines That Bring Good News



I. This picture hat of beige lace straw is worn slightly askant with a graceful dip on one side.



II. shiny black straw finds new chic in this afternoon model which uses an off-the-face brim.

Hats for summer come in so many pleasing styles that every girl must use her head to select the models that best suit her type

by Julia

IN the first place, new hats are so ravishing that the only way to get them out of your head is to put them on!

In the second place, you all know perfectly well that it is the hat that makes or breaks a costume.

Therefore, if you use your head in the right way, and that certainly means putting just the right hat on it, you will capitalize your charm.

Be adamant about not even considering one that doesn't definitely "do something" for you. Be hard-hearted about it. The best-looking hat under the sun is just a total loss if it doesn't make your eyes look prettier, your face sweeter or more charming.

BY and large, a good rule for buying hats for suits is this: If you're blessed with a fur, or if you like fluffy necklines on your blouses and they look nice on you, get a smallish hat for suit wear. If your suit's neckline is soft but plain, and you wear your blouse's collar inside and you do not have a fur, get a hat that has a brim in the back and on the sides. Don't make the mistake of an all-around mushroom. They just aren't good this year.

For silk frocks or figured silk suits for daytime wear, look around for one of those little soft woven straw head-pieces that have a brim that can't make up its mind to go this way or that, but ends up by flaring back in the front and is different on both sides and still different again in the back.

When you are shopping for a hat for woolen sports wear, remember the blessed beret. There is nothing like it in all the chapeau realm. It can be made of the outfit's tweed or of its scarf's material, of straw or woven worsted.

A little later, when you don silk suits for sports wear, you will find any number of medium brimmed hats of a dozen different straws in multitudinous colors and shapes. The uneven brim is a safer bet because it flatters your face.

DON'T get a perfectly plain straw. It's as hard on you as mannishly tailored lines. There are ballbunts, bakous, panamalacs, milans, linen, and other fabric hats that resort to inverted box pleats in the crown, facings for the brim, flaring pleats along one side of the brim or some cute little tucks that run hither and yon weaving a soft effect of flowers or leaves.

In addition to the hats named, you all will need one of the new medium-brimmed picture hats for daytime wear with semi-formal frocks or suits. You should have one of these for the office, the store, the school or wherever you spend your days. I suggest one of the ripple brims, in medium size. They have a certain fluid look to them.

Last, and really very important, are the dress hats. Some are small shiny black straws. Others are the real picture hats, and I hope you plan on both. Transparent crins and other straws are fine for these, especially the lacy ones that will look so pretty when worn with your chiffon and figured prints and your organdie dresses.

I. FOR parties and general dress wear in leisure hours, go the whole way and get a picture hat. They are so leisure-hour-looking, and goodness knows it won't hurt any of us to develop the feeling. Most of our lives are far too strenuous. It's a good idea to look as if work never came near us, once in a while.

Such a little inducer is a picture hat of beige lace straw that is worn slightly askant the head, so sheer that it shows off your pretty hair, and poised so carefully that your hair shows at the sides, too. It has a lacy edge and a bow across the back of the sheer straw that looks almost like chiffon or lace, and yet is so much stancher.

II. NOW for a dress hat to wear to the matinee, to tea, to lunch with either a dressmaker suit or a printed chiffon or crepe frock. Shiny straw is your choice, by all means, and preferably black if your outfit allows. One of these is black panamalac, with a brim that turns well back from the forehead to show your hair, which is a new trick and a sweet one, and one that you should develop. A demure little bow of ribbon perches where the brim is shortest and the satin ribbon outlines the face, too.

III. FOR sports or morning wear, I suggest a knitted turban of brown, beige and capucine worsted, with a draped back and shallow cut. It is excellent with a fine worsted or tweed suit or ensemble.

IV. FOR luncheon or for afternoon wear or if you feel like it for all-day wear with a soft printed and plain chiffon outfit, try on some of the semi-picture hats.

Not too big a one, don't make that mistake. For this kind of outfit doesn't ask the superlative in a dressy hat.

Remember this is a season when so many choices are left open to you that a little restraint is a big sign of good taste.

An excellent choice for a red and beige chiffon and printed silk outfit is a medium-sized picture hat of black baku, with the rippling brim I mentioned and a smash bow of cherry velvet ribbon on one side of said brim.

V. FOR a dressmaker suit or for warm-day wear with a little printed frock, you might well consider a little lighter-than-navy blue straw turban with a very feminine brim that drapes this way or that in subtle manner.

A FRENCHWOMAN once told me that "in spite of ourselves, my dear, we are like our hats!" Doesn't that make you shudder when you remember some of the atrocities certain salesgirls have sold you in the past? For I'm sure there's not one of us who doesn't have some hat ghosts to lay low!

But there is no excuse in the world this year for wearing any but the most becoming headgear. There is plenty of choice.

You can find a hat for every hour of the day, for every type of frock, suit, coat, dinner costume, and garden party dress.

It is all just a matter of using your head!



III. brown, beige and capucine worsted are combined in this knitted turban for sports wear.



IV. a velvet bow of cherry red is distinctive on this black Baku picture hat of medium proportions.



V. feminine charm marks the draped brim of this little lighter-than-navy blue straw turban for warm days.

all hats shown are creations of Frances Clyne, New York

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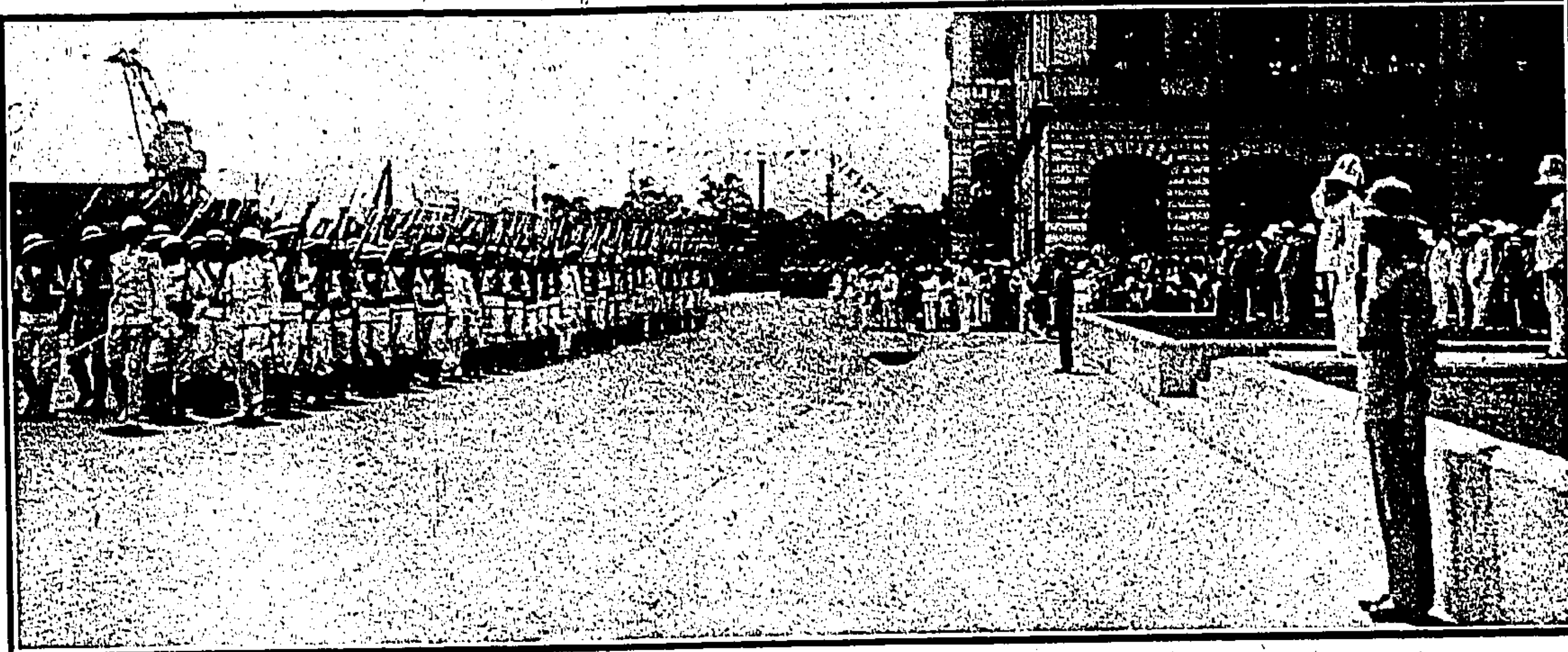
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LADIES' OUTFITTING DEPARTMENT.

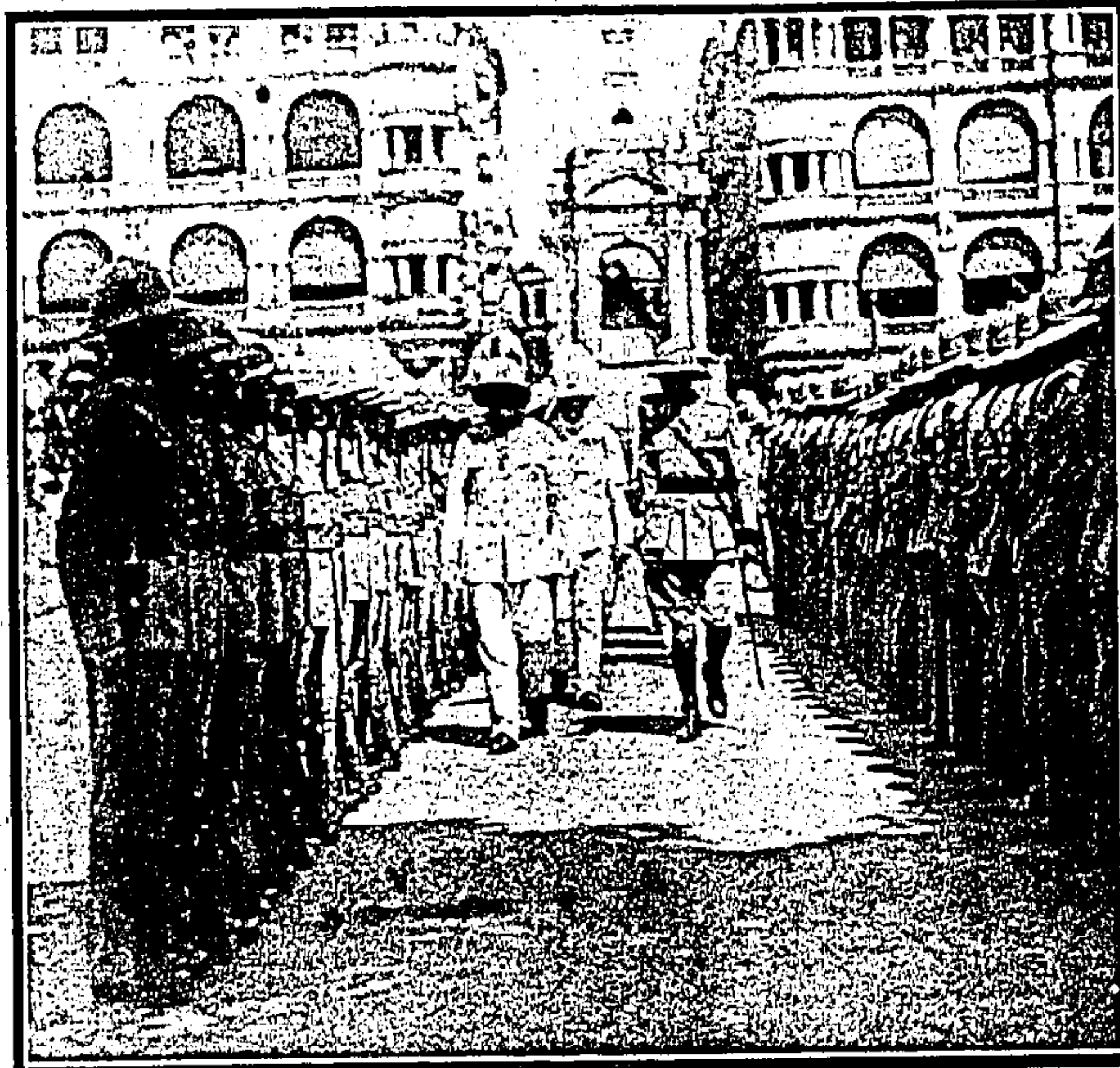
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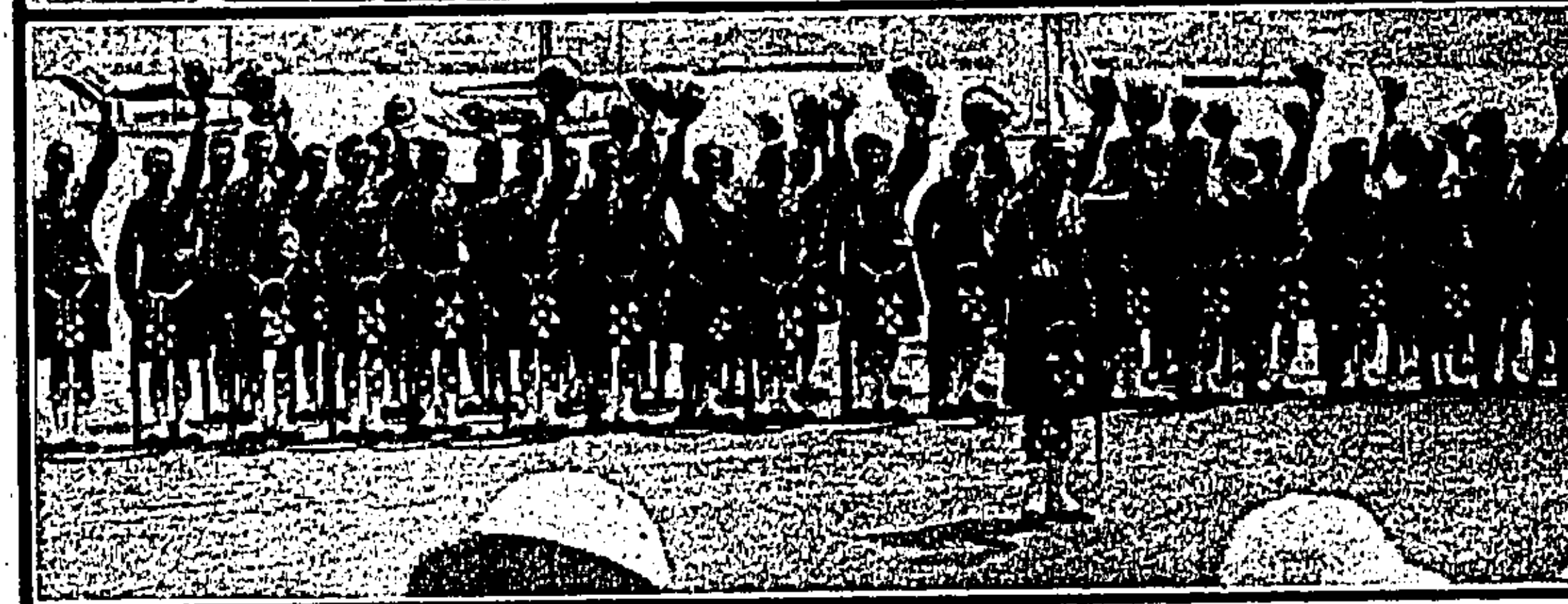
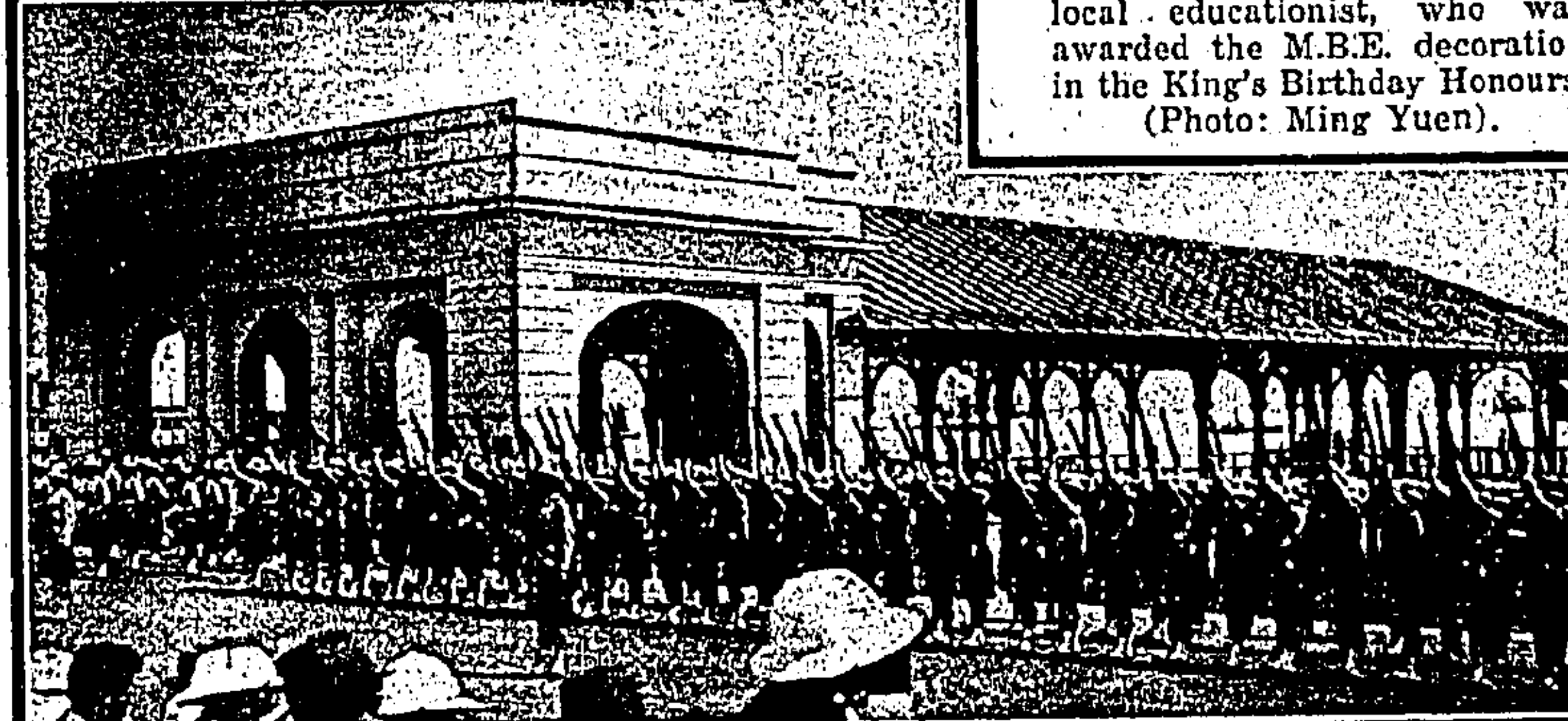
His Excellency the Governor (Sir William Peel, K.B.E., C.M.G.) taking the salute at the Hongkong Cenotaph as the naval detach-
ment marches past during the parade held in honour of the birthday of His Majesty the King on Tuesday. (Photo: A. Fong).



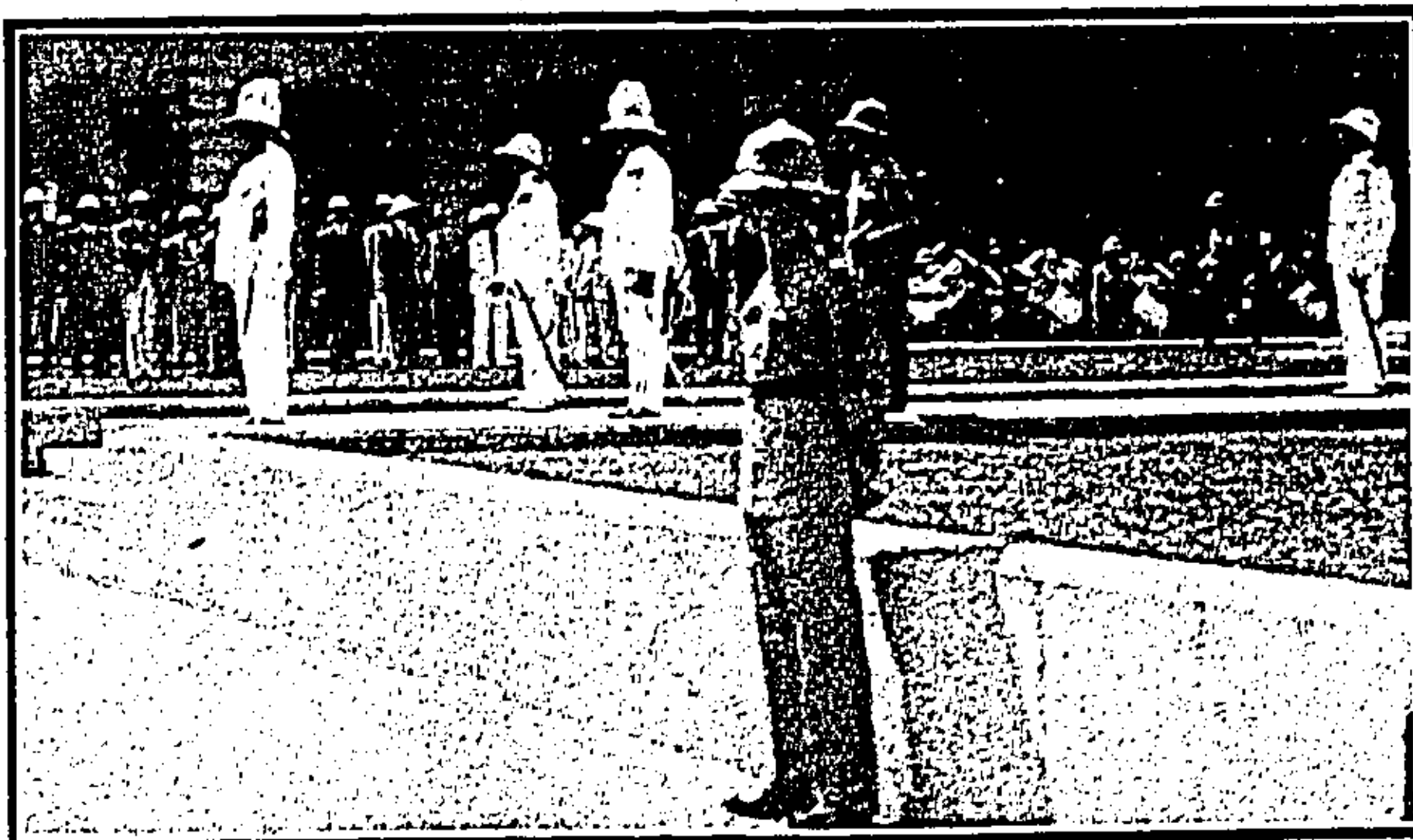
Mrs. Lily Morris, well-known
local educationist, who was
awarded the M.B.E. decoration
in the King's Birthday Honours.
(Photo: Ming Yuen).



His Excellency the Governor (Sir William Peel, K.B.E., C.M.G.)
inspecting the troops at the King's Birthday parade on Tuesday last.
(Photo: Mee Cheung).



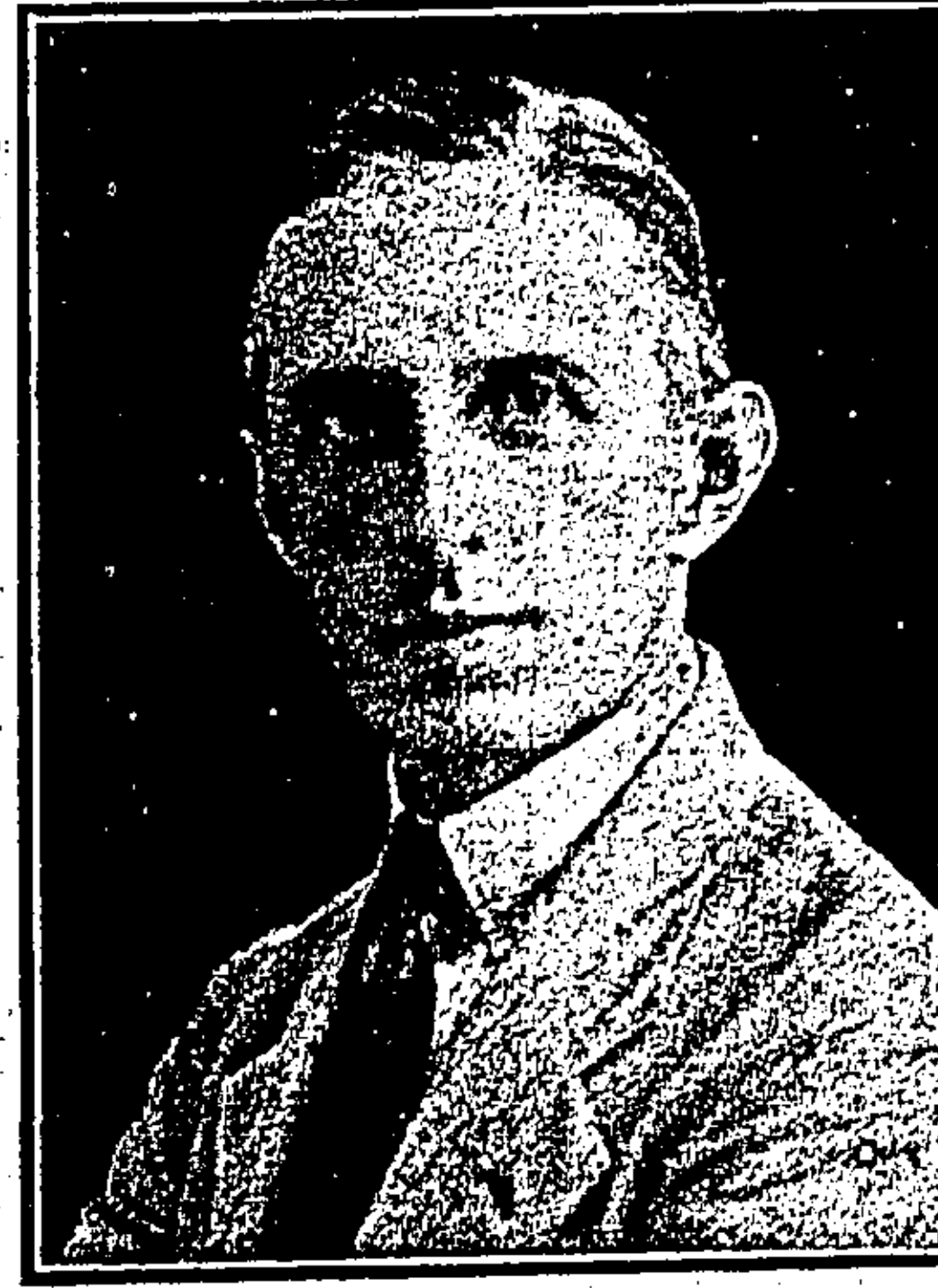
Two good snapshots of the Argyll and Sutherland Highlanders at the King's Birthday
parade in Hongkong on Tuesday. Top, the firing of the *feu-de-joie*; bottom, the troops cheer
for His Majesty. (Photos: Ming Yuen Studio).



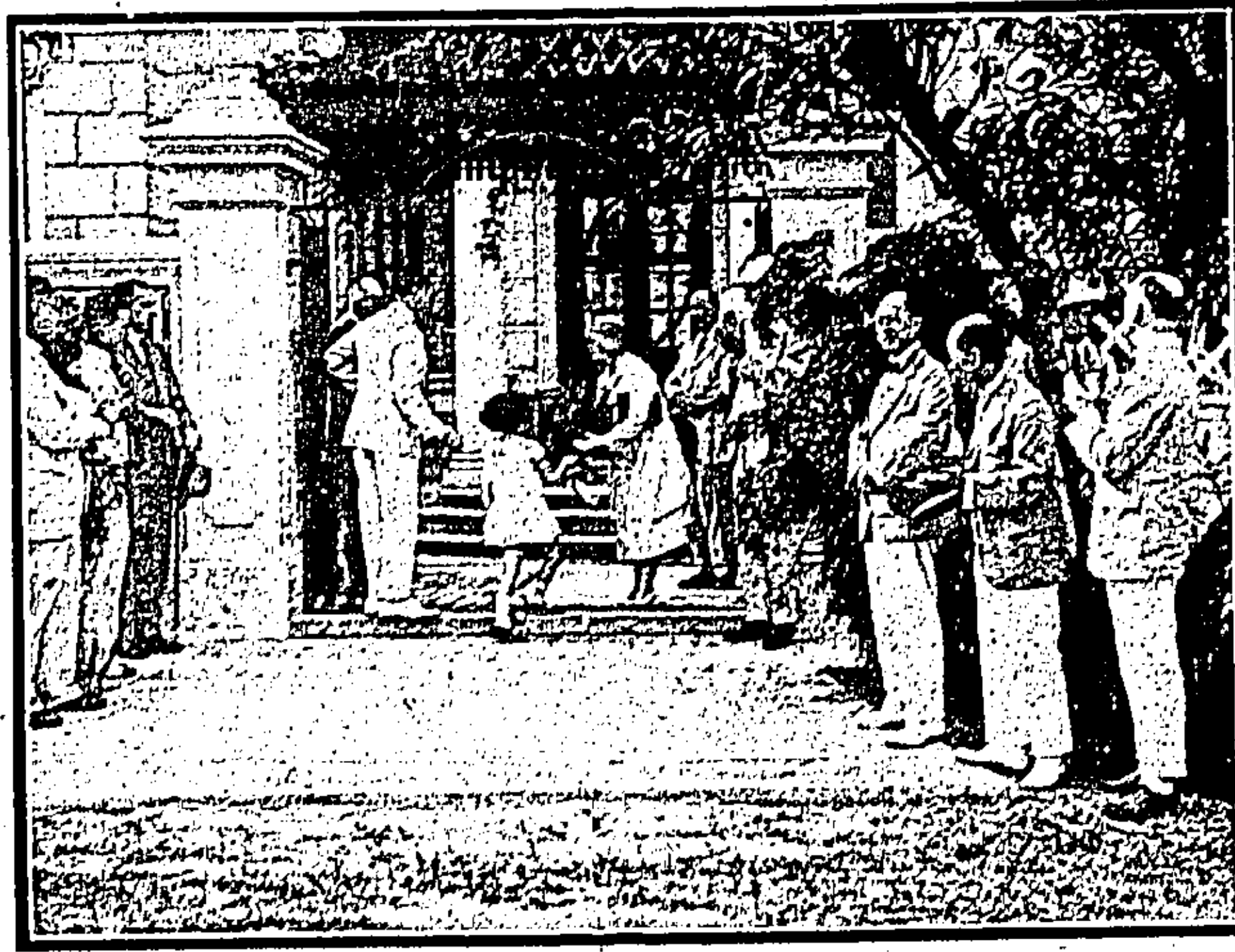
His Excellency the Governor standing at the saluting base at the
Hongkong Cenotaph on the occasion of the King's Birthday parade on
Tuesday. (Photo: A. Fong).



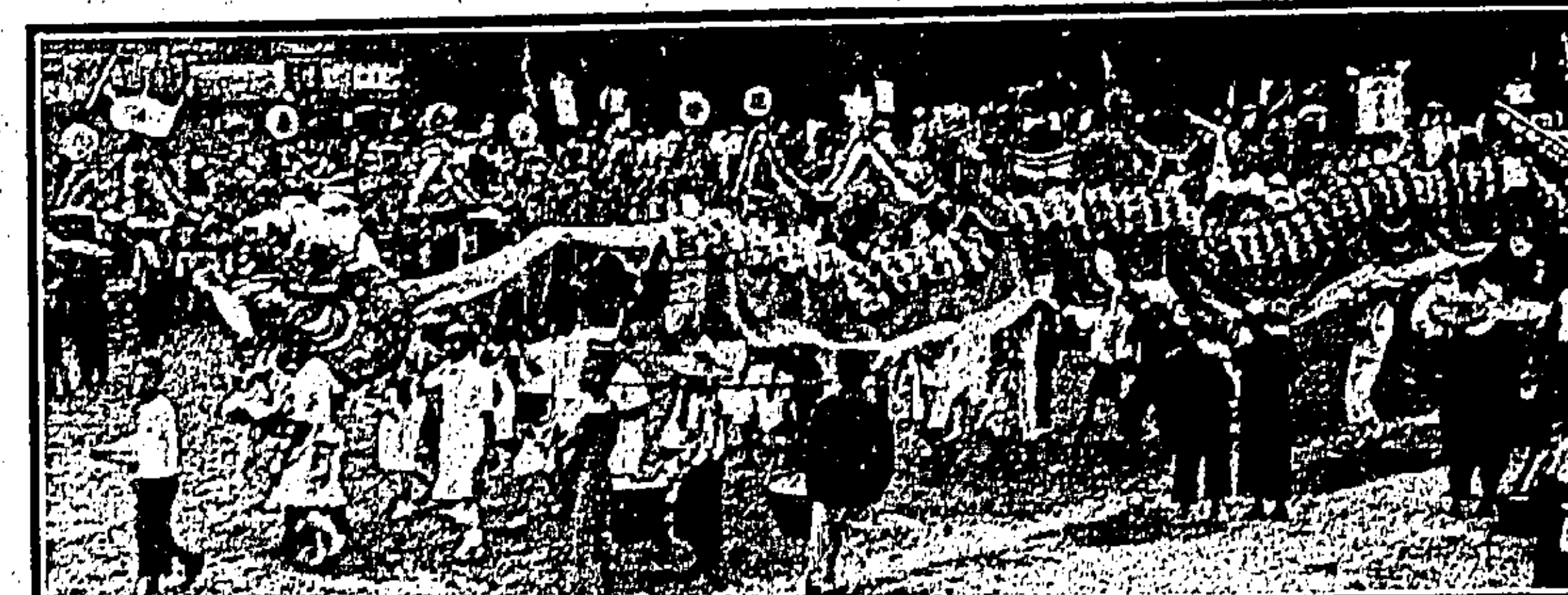
Mr. R. M. Dyer, Chief Manager of the Hong-
kong and Whampoa Dock Co., Ltd., who figured
in the King's Birthday Honours List as re-
cipient of the C.B.E. decoration. (Photo: Ming
Yuen).



Mr. D. W. Tratman, one of the best-
known Government officials in Hongkong,
who received the C.M.G. decoration in the
King's Birthday Honours.



Little Miss Bunty Forbes presenting a bouquet to Lady Peel on the
occasion of the opening of the Flying Club's premises on Saturday last.
(Photo: Ming Yuen Studio).



The Dragon Boat Festival in Canton this year was celebrated on an elaborate scale.
Here is seen one of the huge dragons which took part in a procession.

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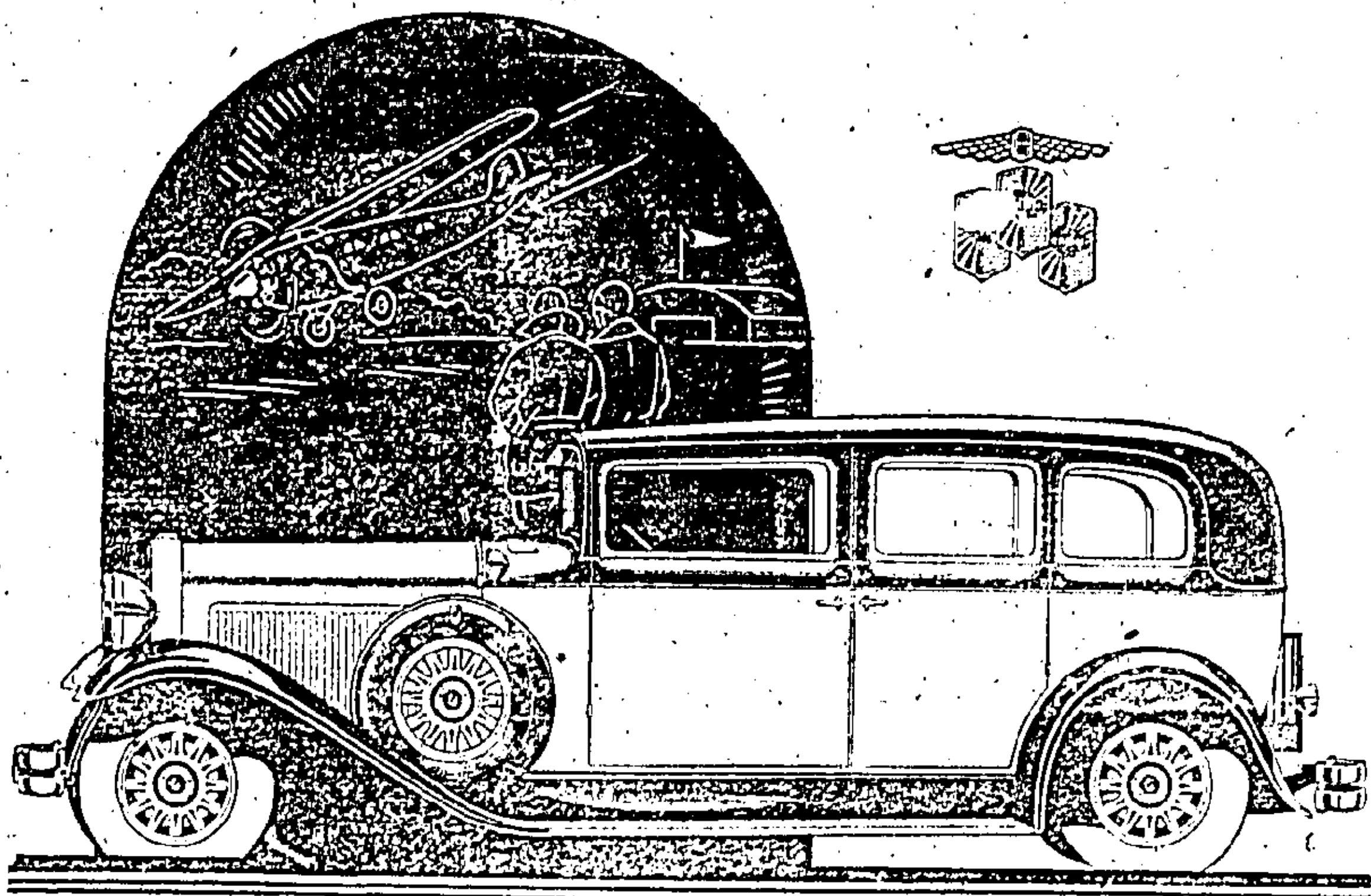
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that easy steering, beautifully balanced Nash '400,' I must confess that it seemed even smoother than my airplane.

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"Personally, I don't believe there is a better looking car on the market than the new Nash '400' for 1930."

Notable features of the 1930 Nash "400" include: Cable-actuated 4-wheel brakes, automatic chassis lubrication, built-in automatic radiator shutters, hydraulic shock absorbers, world's easiest steering—steel spring covers with sealed-in lifetime lubrication—and in the Twin Ignition "8" Duplate non-shatterable plate glass throughout.

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WORLD-WIDE MOTOR NEWS.

Races For 1930.

The big international automobile races have been arranged to take place during 1930 on the following days:

Belgian 24-hour Grand Prix, July 5th and 6th.
German Grand Prix, July 13th.
Spanish Grand Prix, July 27th.
European Grand Prix (in Belgium), July 30th.
Royal Automobile Club Tourist Trophy, (England) August 23rd.
Italian Grand Prix, September 7th.
French Grand Prix, September 21st.

Crosses Kalahari Desert.

The Kalahari, known as the "tantalizing desert" of South Africa, has been crossed for the first time by an automobile—an Oldsmobile. The 700 miles of dreary waste from Windhoek to Johannesburg, consisting of shifting sand and scrubby bush under a blistering sun, were traversed in six days. It takes donkeys or oxen from four to six weeks to make the crossing. Mechanics pronounced the mechanism of the Oldsmobile in perfect condition at Johannesburg and South Africans are hailing the feat as one of the most outstanding motor performances ever recorded.

Double-Decked Buses.

An important step in coordinating rail and motor bus transportation is the recent proposal of the New Railways Corporation to tear up its surface street railway and elevated tracks on Sixth Avenue, a very busy and congested thoroughfare, and to replace them with a fleet of double-decked motor buses.

It is estimated that the powerful, double-decked buses will take care of all the passengers who travel on the surface and elevated lines. Merchants along Sixth Avenue long have been fighting to have the unsightly elevated tracks removed, as well as the surface line which contributes to traffic congestion.

On St. Helena.

St. Helena, where Napoleon spent his last years in exile, never had a motor vehicle until January 1930, when governmental restrictions against mechanical transportation were lifted.

The pioneer of commercial transportation in this historic island is a Chevrolet Utility Truck. Great interest has been shown in the performance of the first motor unit to reach St. Helena. Chevrolet's performance over the 80 miles of exceptionally bad roads abounding in hair-pin bends and steep grades, has been eagerly watched by all the merchants. As the maintenance of animals for hauling produce over the 47 square miles of the island is very expensive, it is expected that motor transportation will soon replace the older method.

The World Builds Car.

Materials for automobiles are gathered from all parts of the world, including rubber from British Malaya, tin from Bolivia and nickel from Canada. Australia supplies tantalum used in steel alloys and Geylon contributes graphite. Chinese tungsten, Spanish cork and German barium are other items that go into the production of motor cars.

Travel by Rail.

The railroad freight business produced by the plant of the Buick Motor Company in Flint, Michigan, is greater than the tonnage hauled for an entire average United States city of thirty or forty thousand population.

Ex-Kaiser's Private Road.

The Avus track, in Berlin, Germany, was originally a private road from Potsdam to Berlin, built especially for ex-Kaiser Wilhelm. Since the war the road has been turned into a speedway by making banked loops at each end and growing a grass strip down the middle of the wide track.

Woman Invents Signal.

Mrs. Clara Boag is believed to be the first woman inventor in The Irish Free State. She has just invented a signalling device for automobiles.

Life Tax Law.

One of the most unpopular automobile laws in Paris, the "octroi," has been removed. This law required all motorists to stop before entering or leaving the city and have their gasoline tanks measured. The gas in the tank was then taxed.

DANISH PRINCE IS ARDENT MOTORIST



Prince Viggo of Denmark, a Captain in the Danish Army and an enthusiastic horseman, is seen here about to enter his new La Salle which he drives himself.

Modern Transportation.

Motor cars have in many ways penetrated the economic life of the East and are in use in areas where their very presence is incongruous with the ancient customs, habits and dress surrounding them. Seldom, however, do they penetrate the ancient ceremonial life itself.

However, in Sri Menanti, one of the Federated Malay States, a Chevrolet chassis is taking part in the elaborate ceremonies of the Ruler.

The old ceremonial vehicle used by His Highness, the Yang dipur Tuan of Negri Sembilan, was pulled by eighty men. Four wooden wheels were attached to the framework but no provision was made for negotiating corners. The result was that the whole carriage had to be lifted when a turn was necessary—and turns were numerous. Since corners had to be taken with dignity, modern ideas were brought to bear.

After consideration, it was decided to use a Chevrolet chassis, minus the engine. The chassis selected had more than 80,000 miles to its credit but was in such good condition that it admirably answered the purpose. The imposing vehicle now ambulates easily on rubber tyres and is steered by means of a tiller.

The Ruler who safely and gracefully negotiates turns in this ornate vehicle was chosen in 1898 by the heads of the states comprising the Malay Federation.

Progress in Peru.

Construction on Peru's link in the great Pan-American Highway is progressing steadily and is now extending eastward from Lima, the capital city, toward the foothills and up some of the gentle slopes of the Andes Mountains. The road is completed past Chosica, a health resort about twenty-five miles east of Lima. From Chosica the highway branches, one division following and opening the route to San Jeronimo, the other being completed nearly to San Bartolome. The Lima motorist may now travel about twenty miles eastward from Chosica, and eventually will be able to push into Andean heights now reached only by airplane and railway.

ROAD RECEIPTS GROW.

In 1919, with a registration of 7,565,466 vehicles, the average automobile receipts for highway improvement were \$8.68 a car. Ten years later, with a registration in excess of 24,000,000 vehicles, the average income per car was \$25.68.

AIR-RAIL TRAVEL.

Australian Air Services.

SYDNEY TO PERTH.

According to press reports forwarded to the Department of Commerce, the Australian Aerial Services, Ltd., and the Commonwealth Railways are completing arrangements for a combined air-rail service from Sydney to Perth, which will be available for Melbourne passengers. The journey, it is estimated, will take thirty-five hours, and the total distance will be 2,187 miles.

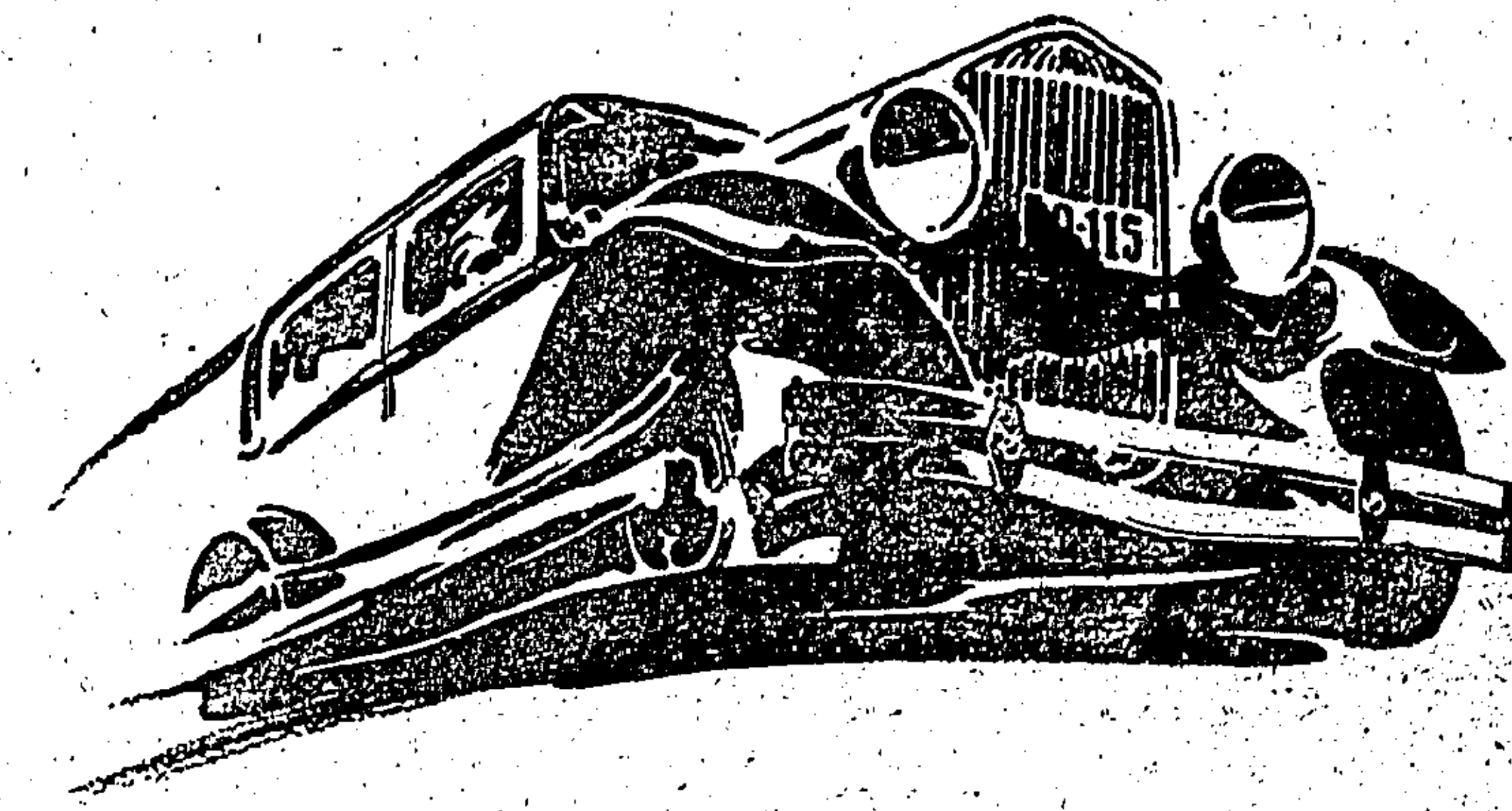
Plans are that passengers will leave Sydney at 5.30 on one morning, arrive at Port Augusta in time to take the Western express at 6 o'clock that evening, arrive in Ooldea at 6.30 the following morning, and leave there by plane in time to reach Perth at 6.30 that evening. Melbourne passengers will connect with the service from Sydney at Hay by means of airplane from Melbourne to Hay.

There are 102 registered aircraft owners, 230 licensed private pilots and 153 licensed commercial pilots in Australia. Three large companies operate regular air services over 5,404 miles. The oldest and longest of these services is that maintained weekly each way between Perth and Derby, a distance of 1,467 miles. The newest and second longest regular service is between Perth and Adelaide, South Australia. Joining this service is a line linking Adelaide with Cootamundra, New South Wales, a distance of 578 miles. The services between Mildura and Broken Hill and between Melbourne and Hay are operated twice weekly. A new service from Brisbane to Townsville in Queensland has been announced for January. Ten triple-engine monoplane are to come from England to inaugurate the service. An extension of this service to Cairns, Queensland, and Port Moresby, New Guinea, within twelve months is promised.

LINK PLANE AND AUTO.

An airplane manufacturer is attempting to install a drive-yourself automobile system at all the company's airports. This is to provide facilities for traveling salesmen to drive into town without delay.

The things that count in a motor car... as you yourself can prove them



The NEW **ESSEX** Challenger

Advantages that Challenge

It is a Big Roomy Essex—Longer wheelbase and wider seats afford additional comfort for passengers.

It is a Low, Safe Essex—A double-drop frame lowers body height with headroom maintained and road clearance increased. Four-wheel brakes are effective with light pedal pressure.

It is a Modern Essex—designed in the vogue of 1930. Modern design is used in the detailing of fenders, hood, hub caps and body moldings; repeated in interior fittings and decorations.

If you have not already ridden, we invite you to examine and drive the New Essex Challenger.

In looks, in action, its appeal is instantaneous. To those who have owned cars around this price, it is a revelation. It gives a new sense of stability and power. It holds a charm of appearance, riding ease and a pride of ownership that comes only with surpassing performance.

That is why owners express elation in the comparison of their cars with the fine, costly cars of noted performance ability. It is why, with almost one voice, they call the New Essex Challenger the greatest dollar-for-dollar value ever offered.

FULL PARTICULARS FROM—

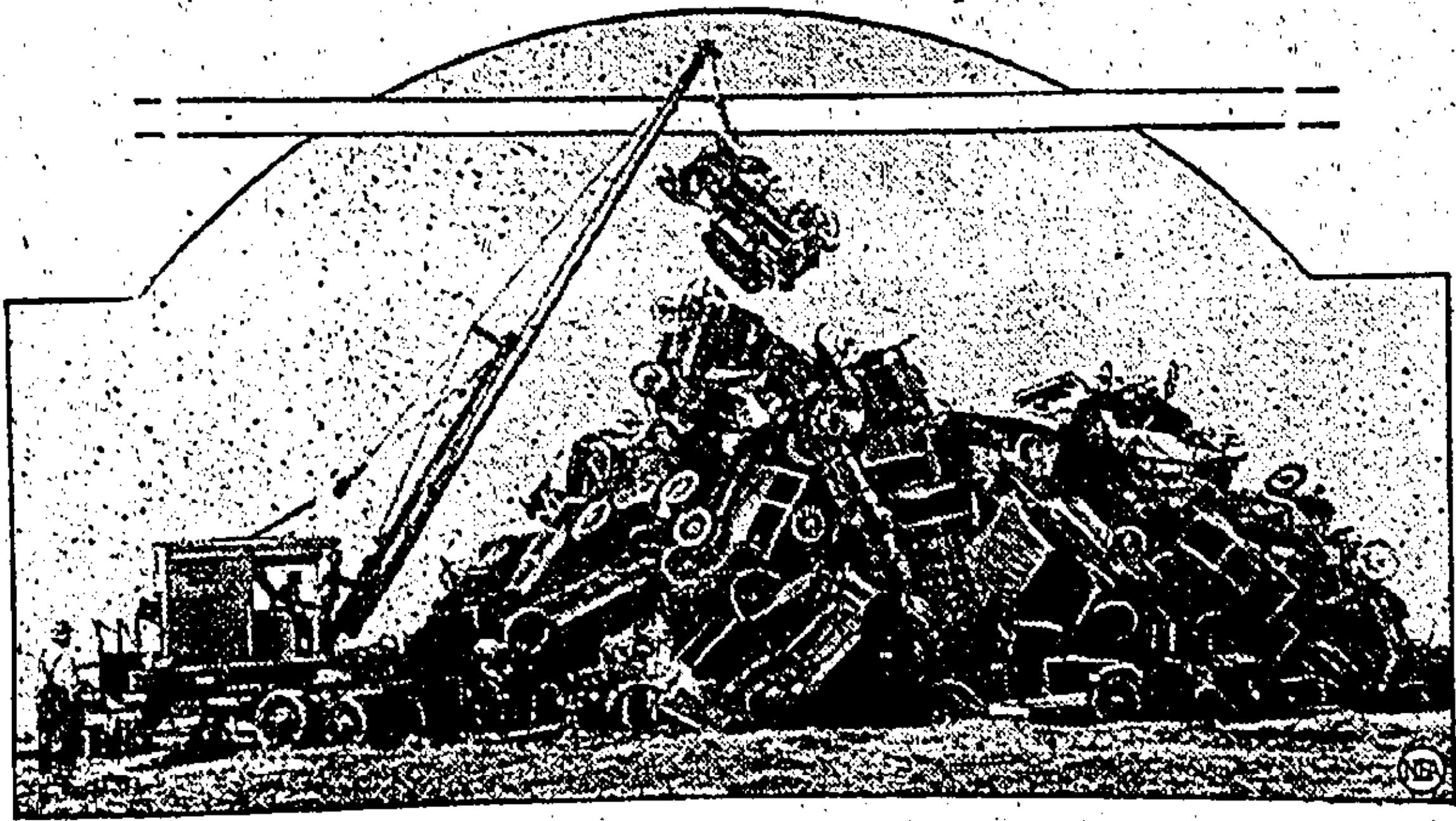
THE CHINA MOTOR SUPPLY CO.

28-28A, Des Voeux Road, Central.

Telephone 21558.

Branch Office—486, Yai Tak Road, Canton.

DESTROYING OBSOLETE MOTOR CARS.



One hundred and sixty condemned automobiles were stacked up in a pile at Long Beach, Calif., and at night were set afire.

USEFUL HINTS.

How to Detect Trouble.

VARIOUS NOISES.

[By Israel Klein.]

A clink, a rattle, a slap, a thud and the ear of the experienced driver can tell where to look for the source of such noise. The sound, however it may come, is generally termed a knock, but an engine knock varies with the cause.

Wherever two parts move against each other, there is a source for a knock if they fail to work together properly. They may be too tight, or they may be loose. If they are not fitted just right, they'll cause a noise that has been referred to as a knock. Know each knock and you'll be able to tell the mechanic immediately what might be the cause of your engine trouble.

Perhaps the most common engine knock is the clinking, rattling sound that reveals carbon or ignition trouble. It is heard mostly when the engine is pulling up hill or under any other load. It can be softened, or eliminated, for the time being by retarding the spark.

But retarding the spark will not cure the trouble. If there is an accumulation of carbon in the cylinder head, it should be scraped out. Carbon causes preheating and detonation, which in turn brings on the clink-clink of the engine.

If the ignition is timed too early, or is caused by a sticking automatic spark advance, the same sort of knock will result.

If a lighter rattle is heard from the engine, the cause may be an improperly adjusted timing chain. But this occurs when the engine is idling and not at a pull, as in the case of a carbon or ignition knock. If the timing chain is too tight, however, it will produce a steady hum at all speeds.

Sometimes worn timing gears will cause a slight rattling noise at idling speed or at about 30 miles an hour. And if the gears are too tight, they also will cause a steady hum or grinding noise at all speeds.

Whether a piston is loose or tight, it will cause a knock in the form of a slapping noise. This noise is noticeable most on acceleration or a pull, or on changing from high to low gear. In means, of course, worn pistons and cylinders.

Installing new oversize piston rings in such a case may not help at all. In fact, these may cause

a similar knock, for they may strike the shoulder in the cylinder at the top or bottom and produce a sharp knock at each turn of the motor. It is therefore advisable to have the cylinders rebored and over-size pistons and rings installed.

If a piston ring happens to break or become loose, it will cause a light rattle, keeping up steadily and repeating about twice to every revolution of the motor.

The heavier sort of knock, almost like a thud, may be traced to the main bearings or to misfit connecting rods. The heavy knock may not be noticed at idling speed but will begin its thud-thud as soon as the engine starts to pull. The same sort of thud may be heard when the crankshaft is out of true, and this comes out particularly at a pull and at low speed.

The heavy thud may be the result of loose engine support bolts. This makes the entire engine vibrate and might cause considerable damage unless the bolts are tightened immediately.

Another common knock is the clicking sound that comes from the valves. It may be due to too much clearance between tappet and valve, or to worn valve faces, or worn valve lifter rollers or pins. If the valve guide is loose it will click each time the valve is lifted,

WATER FOR THE RADIATORS.

Impurities Which Harm Cooling Systems.

RAINWATER GOOD.

There are very many factors affecting the efficiency of a motorcar engine, of which the cooling system is only one. Nevertheless, it is extremely important that the cooling system should be adequate to cope with the great heat evolved by the burning mixture which would otherwise damage the working parts and make cylinder lubrication impossible. A primary requirement is that the surface with which the water is in contact should be kept, as far as possible, clean and free from scale. Whether or not this can be met depends to a large degree upon the water habitually used.

The water which is generally available in England for use in radiators can be divided into three classes—rainwater, soft tap water and hard tap water. The iron of which the cylinder jackets are made is unprotected, and therefore becomes rusty very quickly, no matter what kind of water is employed, but other phenomena occur which are influenced by the impurities which the water contains.

Two processes of rusting proceed on the internal surfaces of the cylinder jackets, one being simple corrosion, due to moisture, carbon dioxide, and free oxygen; this produces a uniform surface of rust. The other is local corrosion, due to galvanic action which produces pitting.

If pure iron be immersed in "pure" distilled water no trouble of any kind occurs, but these conditions are never obtained in practice. Distilled water has a greater solvent effect on metals than water containing certain salts in solution, and may attack copper parts of the radiator, depositing the copper on the iron jackets in the form of green spots around which a galvanic action and pitting will occur. This action would only be slight, and with distilled water there would be no incrustation to impede cooling.

Causes of Galvanic Action.

There are, however, other causes of galvanic action; thus, the iron contains impurities, irregularly distributed, such as manganese and sulphur. Between spots rich in such impurities and adjacent portions of iron of differing composition a galvanic couple is set up, resulting in rapid corrosion. Uneven incrustation may also be a cause of intense local galvanic action.

At the other end of the scale there is hard, calcareous tap water, containing calcium-carbonate, both salts being held in solution by carbonic acid. Calcium-sulphate is often also present, and the crust deposited on the walls under the normal temperature conditions which obtain in an engine is hard, dense and cohering. As it is a bad conductor of heat it impedes cooling to a marked degree.

In addition to the above carbonates held in solution water often contains small quantities of the sulphates, chlorides and nitrates.

Characteristics of Rainwater.

Rainwater collected artificially is a typical soft water containing little mineral matter. Streams running through districts devoid of vegetation have very nearly the same characteristics. As a rule, however, they dissolve peaty matter on their way, owing to the absence of salts. (Hard waters will not dissolve the calcium salts of vegetable acids). Peaty water contains dissolved oxygen, and its action on metals is enhanced by any oxide formed, so that it may render corrosion somewhat serious.

Rainwater collected as cleanly as possible offers to the motorist a not unhappy *via media*. Even in districts suffering from bad atmospheric conditions the water is tolerably pure, particularly when the rain has been falling for some time.

A water yielding a heavy scale is thoroughly objectionable, but one which produces a slight film is not entirely harmful, as the film may actually serve to provide some protection from corrosion from other sources. It is interesting to note that a new car obtained from the Midlands will have been tested and run in with water that produces such a film in a short space of time.

and if the valve springs are broken or weak, the same clicking, rattling will result.

This sound may start with a tap-tap and end in a pronounced clicking. The valves should be corrected before they come to this click.

STARTLING FACTS.

Cost of Motoring At Home.

TAX PILED ON TAX.

We are pleased to see that the Motor Agents Association is following up the good work it performed last year by issuing leaflets setting out the startling facts concerning excessive motor taxation.

The object in view is to induce all motorists to write to their member of Parliament setting forth their views on the subject. The leaflet sets out the following facts:—That the motorist in this country is now paying an average tax per vehicle five times as high as that imposed in the United States. That the average tax per vehicle in 1920 was \$14; in 1925 \$19 and in 1930 \$27. The yield in these three years shows the following increase:—In 1920, \$4,370,000; in 1925, \$16,485,000; and in 1930, approximately \$41,000,000. For the current year the petrol tax will cost the motorist \$16,000,000, and since it was imposed in April, 1928, the motoring community have paid \$26,612,000.

These figures show how burdened upon the motorist is the cost of road transport, and an effort to bring individual members to realize that the limit has been reached and that they are entitled to relief is surely worth while. Deputations and memoranda apparently have little effect. The motorist must himself get in touch with his member, state the facts and tell him what he thinks about the excessive burdens he is called upon to bear. —Exchange.

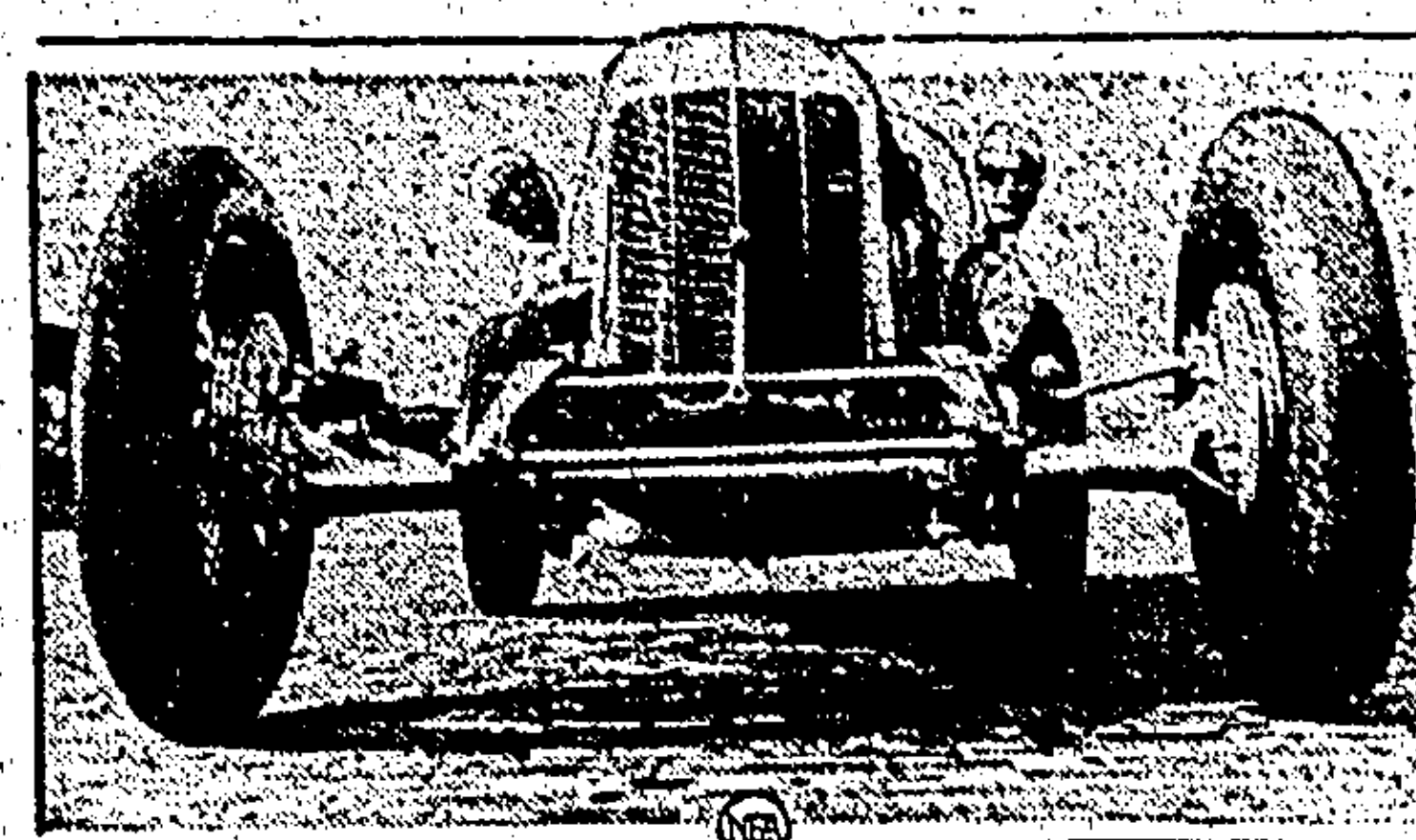
WELL SUPPLIED.

From the 1929 automobile registration figures of Canada it is found that that country is the second largest motor transport-using land in the world. The ratio there is one car for every nine persons.

USE MUCH RUBBER.

Eighty-five per cent of the rubber production in the United States is consumed by the motor vehicle and tyre manufacturers, according to the U. S. Department of Commerce.

POWERFUL RACING CAR.

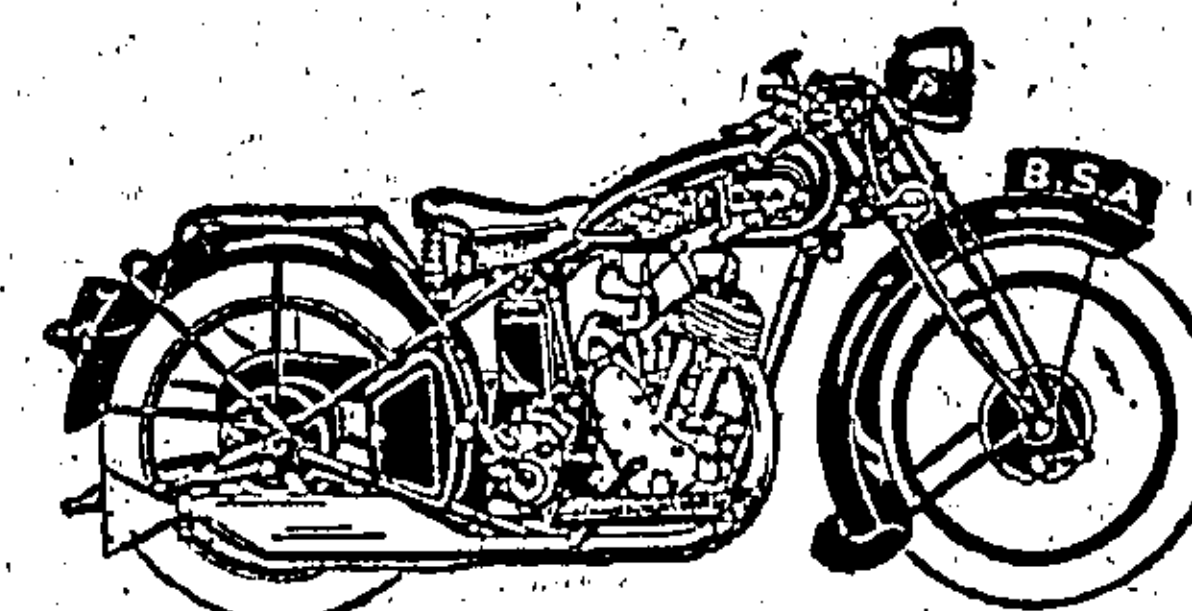


The new type of two-place racing car that will take its place on the track of the Indianapolis Motor Speedway U.S.A.

Greater Strength! Greater Safety! Greater Comfort! Greater Value!

THAT IS—

1930
B. S. A.'s.



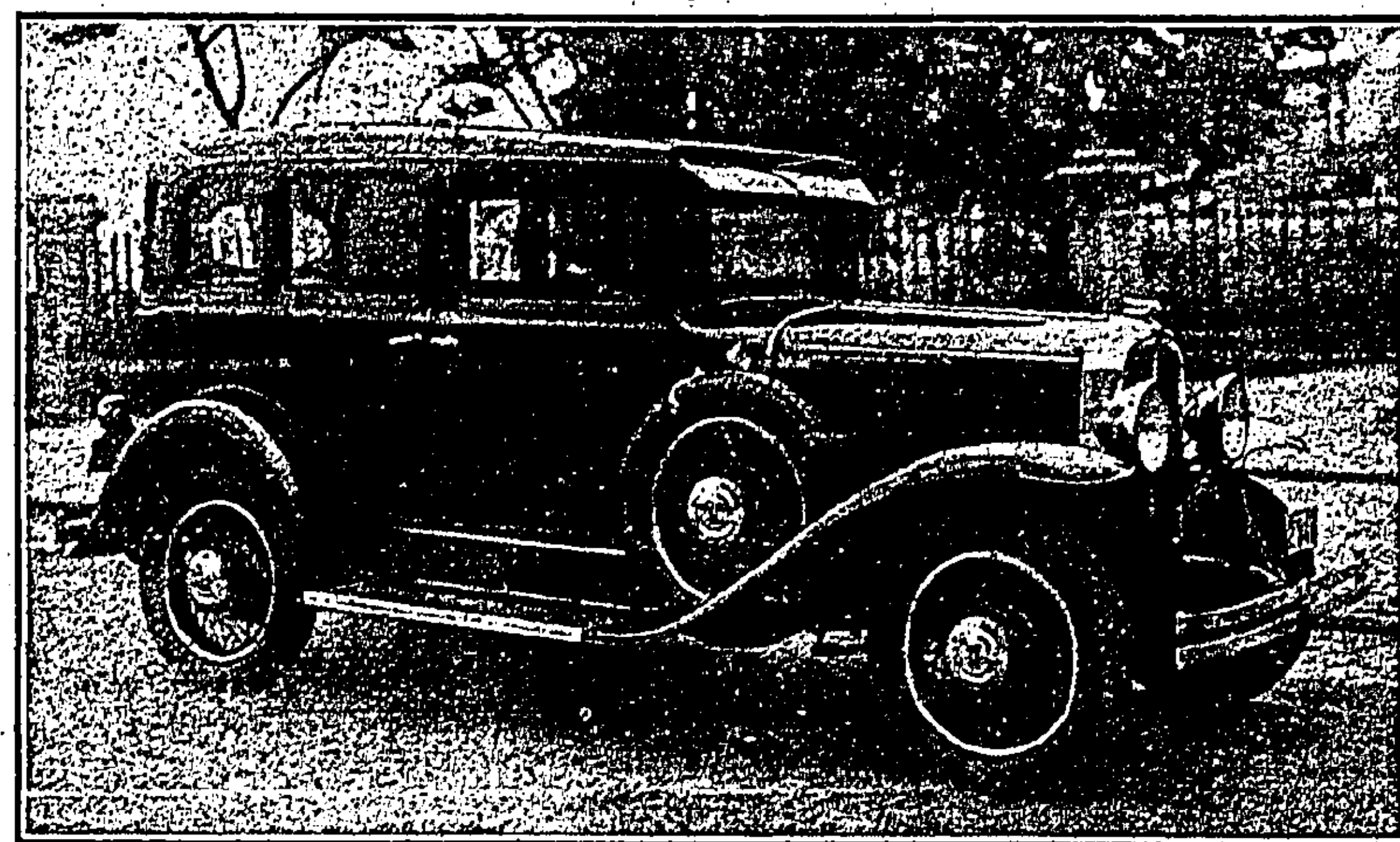
1930 B.S.A.'s are the very latest in design and construction and they embody features which add materially to the rider's safety and comfort. For example, there is a backbone of FORGED STEEL, giving super frame strength and rigidity, on all inclined engine models. That is just one of the features which help to make 1930 B.S.A.'s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-life spring-up stand; new wide-flared front mudguard, etc.

COME AND INSPECT THEM.

THE SINCERE Co., Ltd.,
SOLE AGENTS.

Speed Spirit Stamina

beyond anything you have ever known at its price.



BIG CAR—Smart, luxurious, distinctive bodies by Fisher—exclusive with Pontiac in its field. A variety of Duco colors. Flaring, full-crown fenders, 70 inches across.

BIG CAR COMFORT—Roomy interiors with adjustable driver's seat—wide, deep, resilient cushions. Lovejoy Hydraulic Shock Absorbers, fitted at the factory, and supplied at slight extra cost.

BIG CAR SAFETY—Non-squeak internal-expanding large-size four-wheel brakes, sturdy hardwood-and-steel bodies, full tread front and rear axles.

SMALL CAR ECONOMY—Costs one cent less per mile to operate than any other low-priced six among 996 cars of 33 different makes used by a large corporation during 1928.

PONTIAC BIG SIX
product of General Motors

THE ORIENTAL MOTOR CAR Co.
353-7 HENNESSY ROAD,
(New Reclamation)
Tel. 20406.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

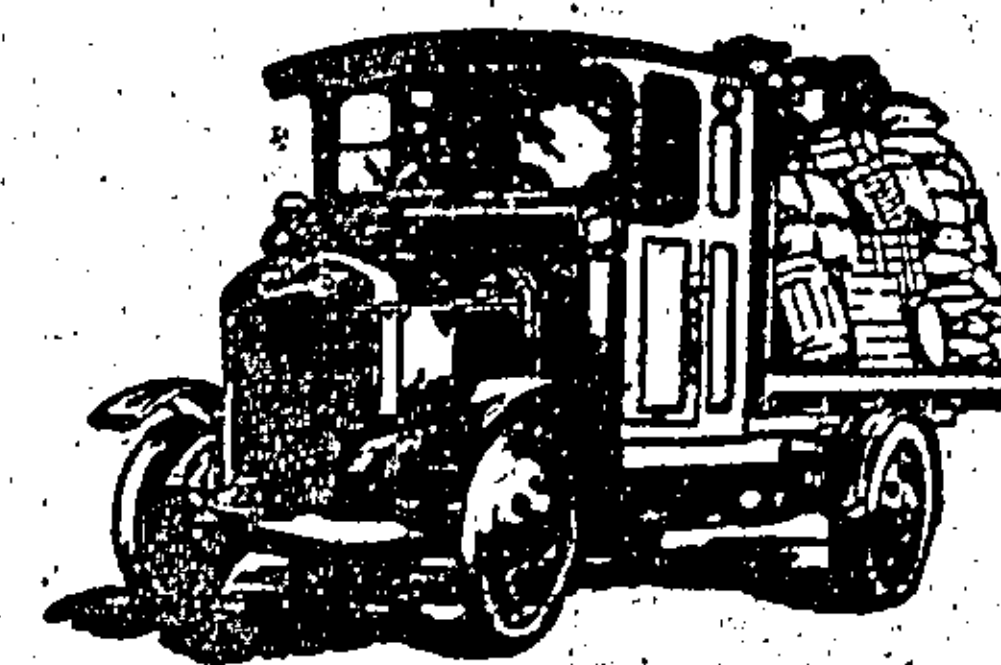
DEAL DIRECT.

THORNYCROFT

SIX-CYLINDERED

**COACHES & OMNIBUSES
MOTOR VEHICLES**

Pioneer Manufacturers of Commercial Motor Vehicles



**4 or 6 Wheels
4 or 6 Cylinders
30 Cwt. to 10 Ton Loads
20 to 70 Passengers**

JOHN I. THORNYCROFT & CO., LIMITED
UNION BUILDING.....HONGKONG
FIFTH FLOOR.

Write us and our representative will call.

Telephone 24831.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

HARBOUR CABLE GROUNDS.

AMENDMENT OF SCHEDULE NOTIFIED.

BOUNDARIES NAMED.

It is notified in the Gazette that Table M in the Schedule to the Merchant Shipping Ordinance, 1899, has been further amended as follows:

(1) For the heading "(V)—Telegraph Cable Grounds," substitute "(V)—Telegraph cables and other protected apparatus."

(2) For regulation 15A, substitute:—15A.—(1) A cable ground is established between the City of Victoria and the south end of the Kowloon Peninsula within the following boundaries:

Western boundary.—A line drawn from the red light on the Tsim Sha Tsui wharf (immediately to the north of the Hongkong Ferry Pier at Kowloon Point) 228½° to the red light on the pier at the end of Queen Victoria Street.

Southern boundary.—The foreshore.

Eastern boundary.—A line drawn from the south-west corner of Holt's Godown (Kowloon) 224° to the Cenotaph (Victoria).

Northern boundary.—The foreshore.

These boundaries are marked by fixed red lights.

(2) The protection afforded by the side cable ground extends to the Harbour pier line for conveyance of water from Kowloon to the Island of Hongkong, which lies on the harbour bed between the sign boards erected on the sea front of Kowloon Point, in the line of Nathan Road produced to the sea wall, and Queen's Pier (Victoria).

(3) Ships going alongside Douglas Pier are permitted to drop their anchor in the fore and aft line of this pier, provided that such anchor is not dropped more than 200 feet from the end of the said pier.

NARROW WIN FOR GLAMORGAN.

(Continued from Page 1.)

made a poor batting show, making only 137 in the first innings when six of their wickets were taken by Booth for 49 runs.

Lancashire declared at 403 for seven wickets. Watson and Taylor having made a stand against the Oxford bowler. Watson scored 135 before he was sent back to the pavilion, but Taylor was undefeated with his score at 107.

Kent v. Essex.

Kent beat Essex by 302 runs. Kent batted first and made 179, but Essex also failed to do anything especially notable in the batting line, the whole team being dismissed in the first innings for 113. Freeman took five wickets for only 39 runs. Going in again Kent put up a much better show and they declared at 338 for nine wickets. Hardinge scored 88 and Ames 72.—Essex failed even more miserably than before when they went to the wicket again, the whole team being sent back with only 102 runs on the board. Freeman was again the most successful Kent bowler. He took six for 43 runs.

Cambridge v. Somerset.

Cambridge drew with Somerset in a fairly high scoring match. The County team compiled a total of 323 in the first innings, Case contributing 90. Cambridge replied with 283, of which 98 were scored by Grant. In an attempt to force a victory, Somerset declared at 176 for four wickets in their second innings, but Cambridge stuck out well and when the match ended only two wickets had fallen for 124 runs. In the first innings of the University, Lee of Somerset took six wickets for 78.

Surrey v. Sussex.

Surrey won on the first innings against Sussex. Sussex made the very poor total of 72 when they batted first, to which Surrey replied with 176, Langridge taking five for 86.

Sussex found their batting form when they went in again, however, and they knocked out 454 runs for the loss of only seven wickets. There was a great stand by Langridge and Cook, the former making 159 and still being with his wicket intact. Cook was dismissed when he had made 122. Sussex, however, failed to get Surrey out in time, Surrey being 217 for four wickets when the match came to an end. Jack Hobbs scored 53.

Glamorgan v. Derbyshire.

Glamorgan beat Derbyshire by the very narrow margin of 29 runs. The winning team made 295 at their first knock, Derbyshire replying with 216. Davis of Glamorgan took five of the Derby-

THIS AFTERNOON'S RACING.

MAIN EVENT EXPECTED TO BE FAST.

(By "Ringtail.")

With a mixed programme, and good-class entries, excellent sport should be witnessed at Happy Valley this afternoon in spite of the going, which might be on the soft side owing to the heavy rains which we have had during the last few days.

The Third Aggregate Stakes will be the principal event on the programme and although a small field of about seven runners will face the starter, yet, with only this small number, the puzzle as to which is the best will not solve itself before the race.

A good contest should be seen in the "A" Class June Handicap. Nationalist II, Christmas Chimes and Carnival Eve will probably accept here, in which case we shall see a very exciting race.

The Novice Race should be a very interesting event with such ponies as Chesapeake Bay, San Francisco, Young Pretender and King's Counsel in opposition.

The Sub-Griffins Handicap "A" Class should be another good race to watch as several of our very best subs of the 1929-30 season will meet. Some of the best of these are Monk, Thunderbolt, Done Again, Shanghai Bean and Tango.

Runners in the Polo Pony Scurry this afternoon will not be equal in point of quality to the regular flat race candidates, though there will be at least a couple of good-class entrants in Target and Ploughman. The former, which has the distinction of being a first-class steeple-chaser, is reported to be at his best and should, therefore, win. My selections are:

1st Race.

African Eve.
Mike.
Peppercorn.

2nd Race.

Blue Boy.
Empress Hall.
Abel.

3rd Race.

Thunderbolt.
Monk.
Done Again.

4th Race.

Lorhan.
Spearmint.
Royal Flush.

5th Race.

Oisirs.
Sonny Boy.
The Jamaica.

6th Race.

Teuchit.
Chess Hall.
Lonesome Night.

7th Race.

Nationalist II.
Christmas Chimes.
Carnival Eve.

8th Race.

Grand Tatto Eve.
Town Hall.
Fair Sport.

9th Race.

Young Pretender.
Chesapeake Bay.
San Francisco.

10th Race.

Target.
Ploughman.
Cucre.

Mr. John W. Deakin, Hon. Secretary of the Civil Service Cricket Club, who is leaving for Home on holiday by the s.s. Khiva to-day, was presented with a utility set in gold, comprising a tie pin, ring and brooch at the Club on Thursday night. The presentation was made by Mr. Justice J. R. Wood (President) who referred to Mr. Deakin's valuable services as Secretary and wished him a most enjoyable holiday at Home. Mr. Deakin briefly replied, said he had the interests of the Club at heart and would be only too pleased to do all he could for it on his return.

To-day's Matches.

The following matches are starting to-day:

Lord's.—Middlesex v. Sussex.

Leyton.—Essex v. Worcester-shire.

Derby.—Derbyshire v. Warwick.

Southampton.—Hampshire v. Kent.

Taunton.—Somerset v. Gloucester.

Nottingham.—Notts. v. Surrey.

Leeds.—Yorkshire v. Lancashire.

Liverpool.—Lancashire v. Northants.

Cambridge.—Cambridge v. Australians.

CORRESPONDENCE.

A Job Wanted.

[To The Editor of Hongkong Telegraph.]

Sir,—I was rather amused at a paragraph in your paper of this evening regarding the political situation in England under the Labour Government. I read a short time ago an account of the Minister of Unemployment being pulled over the coals for what he had done (sic). In the House of Commons it was proposed, but not passed, of course (owing to the majority) to reduce his salary for his conscientious work for the unemployed.

I might have missed further news on the subject, but I now see that another gentleman has taken over the position, and that the first-named gentleman has got another good job. Is this on account of incompetency? It seems like it, doesn't it? Personally, I am not very surprised, as I was in the middle of the railway strike some years ago and some hard things were said against their leader.

At any rate, Mr. Editor, I have to send £10 per month Home and if you could find me a similar job, I should be very glad. Then I could live in comfort all my life, for it seems to me that the Government does not care about dollar-paid men. This month, I might mention, I cannot pay my demands at 1s. 4.3/16d. I see to-night the dollar is 1s. 2.5/8d. What is it intended to be? One shilling?—Yours, etc.,

Hongkong, June 5th, 1930.

FOUNTAIN PEN.

Water Polo.

Sir,—May I, through the courtesy of your columns, comment on the complete failure of the Water Polo season which has opened without much signs of any more progress over last season's exhibitions. Not only have the teams decreased, but also the spectators. As a keen onlooker and promoter of the game I think it is really disgraceful to see such a sport knocked on the head.

But taking the fetes which are held at the V.R.C., it would be quite pleasing to see the same amount of onlookers at the Water Polo League games. Surely it would be very unfair to the teams competing if such a happening had to occur as to let the entire game collapse after the previous years of success.

Taking all our sports played in this Colony, we must agree that the above mentioned game is completely a failure.—Yours etc., DIVER.

WATER LEVELS.

ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission; shows in English feet the water levels on the West River, North River and East River, on the dates named:

	June 5.	June 6.
Shiuhing	12.5	—
Tsingyuen	8.5	8.8
Samshui	6.8	—
Shaklung	0.3	0.9

The highest levels on record are:—Shiuhing, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Shaklung, 15.5 feet.

The lowest level on record at Samshui is 5 feet and at Shaklung 2.7 feet.



"I saw you, Bubbles; you had your foot on the scales."

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1545 b.
Chartered Bank, \$171 n.
Mercantile & B., \$29 n.
East Asia \$121 b.

Insurance.

Canton Ins., \$950 n.
Union Ins., \$475 s.
North China Ins., Tls. 160 b.
Yangtze Ins., \$50 n.
China Underwriters, \$3.15 s.
China Fires, \$400 b.
H. K. Fire Ins., \$955 b.

Shipping.

Douglases, \$23 b.
H. K. Steam cats, \$26 s.
Indo-China, (Def.) \$40 n.
Union Waterboats \$33 n.

Mining.

Benguet, \$31 b.
Kailans, 41.3 n.
Langkats, Tls. 13.10 n.
Shai Explorations, Tls. 1.30 b.
Rauba, \$3 n.
Tronohs, 21/ n.

Docks, etc.

Kowloon Wharves, \$174 s.
Whampoa Docks, \$401 n.
China Providents, \$575 s.
Hongkows, Tls 255 b.
New Engineering, Tls. 8 b.
Shanghai Docks, Tls. 133 n.

Cottons.

Ewo Cottons, Tls. 13.40 s.
Shai Cottons, Tls. 86 (old) n.

Lands, Hotels, etc.

H. and S. Hotels, \$1230 s.
H. K. Lands, \$84 s.
Shai Lands Tls. 285 b.
Humphreys, \$1690 b.
Raffles, \$11 sa.
Chinese Estates \$98 s.

Public Utilities.

Tramways, \$20.35 s.
Peak Trams (old) \$121 b.
Star Ferries, \$86 s.
China Lights, (Old) \$271 s.
H. K. Electric, \$80 s.
Macao Electric, \$23 n.
Telephones \$171 b.
China Buses, Tls 191 b.
Singapore Tractions, 10/- s.

Industrials.

China Sugars, \$1. s.
Malabons, \$27 n.
Cald. Mack. Ord. Tls. 11.25 n.
Canton Ice, \$2.50 n.
Cements (Comb.) \$17.60 s.
Ropes \$3.65 s.
United Asbestos \$5 b.

Stores, etc.

Dairy Farms, \$261 s.
Watsons, \$13 n.
Der A. Wings, \$1 b.
Lane Crawfords, \$3.70 s.
Mackintoshes, \$18 b.
Sinceros, \$12.75 b.

Miscellaneous.

Amusements, \$291 b.
Constructions, \$19 b.
Bque Ind. G. Bonds, 69% b.
H. K. G. Loan 94% Prem Ex. Int.

Of great interest to those who are contemplating installing a refrigerator will be the announcement of Messrs. Reiss Massey & Co. to the effect that they still have in stock a small number of "Kelvinator" models which were bought before the slump in local currency, and for which reason, no revision of price has been necessary, and no increase has been made. It is advisable, however, to make enquiries without delay in order to take advantage of this splendid opportunity.

The Very Idea!

An enthusiastic golfer refused to let the yesterday's mist keep him from his game. The golfer had bought a stock of old balls for the occasion.

He had lost two balls when he reached the ninth hole and was looking for a third, when he found, not a ball, but a bag of golf clubs. He carried them to the next driving green and finished his round.

At the clubhouse he met a friend, looking glum and fierce.

"What are you doing here so lonely?" he asked.

"Waiting till the mist lifts," snapped the other.

"Come on, and I'll play a couple of holes with you meantime."

"Can't play a single stroke till the mist lifts. I laid down my clubs to look for my ball, and I found my ball and lost my clubs."

Teacher—"Now give me a sentence using the word 'diadem'."

Pupil—"People who drive on at a railroad crossing diadem eight quicker than those who stop, look, and listen."

An employer advertised for an odd job man, "To be partly indoors and partly outdoors." By return of post he received a reply: "Dear Sir,—What will happen if the door slams?"

School teachers besides unearthing many "howlers" are also the recipients of some wonderful epistles from their scholars' parents, in the way of excuses for absences from school. Here is one:—

"Dear Teacher—Please excuse our John. He came home yesterday with his stomach, and it has been off and on ever since."

I am tempted to think that artists have been spoiled by an excess of social recognition.—Mr. Frank Brangwyn, R.A.

Hope is about the only thing that is not taxed in this country.—Mr. P. F. Warner.

Although I cannot imagine myself being married to anybody but an artist I don't think an artist ought to marry.—Lady Lavery.

The most subtle women are those who can be clever without letting anybody know it.—Mr. Philip Hughes.

Lord Beaconsfield's view of love matches was very concisely summed-up in a letter to his sister dated May 22nd, 1833.

"By-the-by, would you like Lady Z—for a sister-in-law? Very clever, twenty-five thousand pounds, and domestic. As for love, all my friends who married for love and beauty either beat their wives or live apart from them. I may commit many follies in life, but I never intend to marry for love, which I am sure is a guarantee of infelicity."

Have you ever heard, writes a Norfolk correspondent of the *Morning Post*, of a nesting cat? In spite of elaborate preparations for her comfort, my cat preferred to build herself a nest of sticks and dead leaves, five feet from the ground, in a hedge, where she produced no fewer than seven kittens! Four of the babies fell out, and were killed, two the mother brought safely to the ground in her mouth, and it was the agonized cries of the one still remaining in the nest that drew my attention to what was going on. I have heard of a mare's nest before, but never of a nest built by a cat in a hedge.

CINEMA NOTES.

THREE NEW SONG HITS IN "SHANNONS OF BROADWAY."

Three new song hits, the kind you hear and remember, were written especially for the all-talking picture production of "The Shannons of Broadway," James Gleason's rollicking, record-breaking stage comedy which opens on Sunday at the Queen's Theatre.

The songs, written by the famous team of Glages and Greer, were injected into Universal's film production of the "Shannons" by Gleason and Emmett Flynn, the director, who added several new features to the film version of the comedy. One of these features is the singing of one of the songs, "Get Happy," by Gleason himself, something he has never attempted before.

"Get Happy" might be termed the inspirational song of the picture, while the love song is "Someone To Love Me," crooned by the youthful Johnny Breckon to Mary Philbin, the juvenile feminine lead in the picture. The third new song is "Lying the Life of Riley," played via saxophone by Gleason and Mrs. Gleason.

Others in the cast of the picture are Harry Tyler, Gladys Crollus and Helen Mehraman, of the original New York cast of the "Shannons" when it made a record breaking run of 39 consecutive weeks at the Martin Beck theatre, Tom Santachi, Charles Grapevin, Robert T. Haines, Slim Sumnerville, Tom Kennedy and Walter Brennan.

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WATER-POLO.

KOWLOON DRAW WITH CHINA ATHLETIC.

Kowloon were extremely lucky to obtain a division of the points yesterday afternoon when they met the China Athletic "A" in the senior division of the water-polo league at the V.R.C. Leading by a goal until a few minutes before the end, the Chinese had two of their men ordered out of the bath for infringement of the rules, enabling the Peninsula men to equalise.

On the whole, the game was rather scrappy, though interesting. Play was mostly in the Chinese area, but the Kowloon forwards showed themselves very weak in front of goal, several opportunities being wasted through fumbling or tame shots.

The Chinese, on the other hand, proved always dangerous near the goal, but were given few opportunities to score. They had to play against heavier opponents, but acquitted themselves quite creditably and might have won had not two of their players indulged once too often in "punching" the ball.

After some good play, the Chinese opened the score and kept the lead till long after the resumption. Two of their players were ordered out of the bath in quick succession, both for the same offence, and taking this opportunity, Kowloon transferred the ball into the Chinese area, though splendid goal-keeping on the part of Chan Sik-pui, the Chinese custodian, prevented Kowloon from equalising.

A few minutes before the end, however, Goldman, who had previously missed several opportunities to bring Kowloon on level terms, atoned for his previous errors by scoring from an unmarked position near the goal-mouth.

The teams were as follows:
Kowloon.—Angus, Goldman, Franks, Railton, Kerr, Bliss and Wittell.
China. Athletic.—Chan Sik-pui, Fung Kwok-wah, Ng Kam-chuen, Hoi Chak-lau, Chan Chi-lok, Chan Kam-chi and Tam Chi-cheung.

V.R.C. v. Fukien Club.

In the junior game, the V.R.C. second string just accounted for the Fukien Club by the odd goal in seven. They proved themselves slightly superior in team-work.

The V.R.C. were the first to score, Zimmern finding the net from a rather difficult angle. The Fukienese, by no means disheartened, equalised shortly afterwards. Rosa-Perela, who was playing a splendid game together with Gosano, gave the V.R.C. the lead again; but half-time found the score 2-2.

Rosa-Perela and Gosano each added a goal in the second half, while Lee E. Long reduced the lead by a good effort. There was no further scoring, giving the V.R.C. "B" a 4-3 victory.

The respective teams were:
V.R.C.—R. Silva-Netto, R. W. H. Maynard, W. Foraita, E. Zimmern, B. Gosano, J. A. Victor and L. Rosa-Perela.
Fukien Club.—Kwok King-tong, Lee E. Long, Kelly Wong, Sung Lutak, Chu Chi-kok, Wong Ching and George Lai.

QUEEN'S THEATRE.

"OUR MODERN MAIDENS" NOW SHOWING.

"Flaming modern youth" is the theme of "Our Modern Maidens," a picture with sound and musical accompaniment, which was screened at the Queen's Theatre yesterday and will be shown again to-day.

Joan Crawford, who is the screen personification of the modern girl given over to the pursuit of pleasures, gives one of her best characterizations. The part she fills is somewhat similar to that in which she stars in "Our Dancing Daughters," previously shown here, but with a more serious note being struck in the dramatic climax of the present story.

Supporting Joan Crawford are two juvenile leads, Douglas Fairbanks, Jr., and Rod La Rocque, with Anita Page filling the fourth position in this quadrangle of love and entanglements.

SHANGHAI ACTION FOR \$50,000 FAILS.

SEQUEL TO MOTOR-CAR AND CYCLE COLLISION.

Shanghai, June 6.
A British jury to-day decided in favour of Mrs. S. Wade, the defendant in an action for \$50,000 damages.

The plaintiff was Mr. H. T. Andrews, of the British-American Tobacco Company. He alleged negligent driving by Mrs. Wade's chauffeur in June, 1929, which resulted in a collision with plaintiff's motor-cycle, in Frenchtown, causing him permanent physical injury and monetary loss.

The unanimous opinion of the jury was that the case had not been proved.—Our Own Correspondent.

The Chairman and Committee of the Chinese Bathing Club are holding a reception this afternoon on the occasion of the opening of the bathing pavilion at Quarry Bay at 3 p.m. by the Hon. Sir Shouson Chow.

QUEEN'S ORCHESTRA BROADCAST.

NEW RADIO FEATURE FOR MONDAY.

Another new feature will be introduced into the local broadcasting programmes on Monday when the full orchestra of the Queen's Theatre, by permission of Hongkong Amusements Ltd. will give an orchestra concert from the studio between 7.45 p.m. and 8.45 p.m.

This transmission will be in the nature of an experiment to test the capabilities of the studio when a large orchestra is playing, and the studio officials will particularly welcome reports on the transmission from listeners. If evidence is forthcoming that the innovation has been a successful and welcome one it is likely that the Queen's Orchestra will become a regular feature of the local radio programmes.

ZBW will undertake another cross-harbour outside relay on Wednesday night when the band concert from the Kowloon Football Club will be broadcast from 9 p.m. to 11 p.m. The concert, the second arranged by the K.R.A. at the request of the Government, will be given by the full band of the Somerset Light Infantry.

BANK RETURNS.

NOTES AND SPECIE FIGURES FOR MAY.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st May, 1930, as certified by the Managers of the respective Banks, are:—

Bank	Amount in Reserve	Specie
Chartered Bank	1,243,872	7,300,000
Hongkong Bank	68,784,790	49,000,000
Mercantile Bank	2,235,291	1,000,000
Total	1,057,953	67,300,000

* In addition Sterling Securities are deposited with the Crown Agents valued at £1,315,100.

In addition Securities deposited with the Crown Agents and Straits Government valued at \$2,875,508.

§ In addition Securities deposited with the Crown Agents valued at \$180,000.

CHANGES IN THE COUNCILS.

MR. LAUDER MEMBER OF THE LEGISLATURE.

Consequent on the Hon. Mr. W. E. L. Shenton going on leave, changes are notified in the personnel of the Executive and Legislative Councils.

Mr. C. G. S. Mackie is to be temporarily a member of the Executive Council, whilst Mr. Paul Lauder is to fill the vacancy created in the Legislative Council.

Mr. Mackie has on several occasions served as a Legislative Councillor, whilst Mr. Lauder, who is General Manager of the Union Insurance Society of Canton, Ltd., will be taking his seat for the first time.

EXCHANGE RATES.

	London, June 6.
Paris	123.90
Brussels	124.815
Amsterdam	12.084
Berlin	20.365
Copenhagen	18.165
Vienna	34.45
Helsingfors	192.7
Lisbon	108.25
Bucharest	818
Buenos Aires	42.13/16 (?)
Shanghai	1/74
Yokohama	2/0.13/32
New York	4.85 27/32
Geneva	25.10
Milan	92.76
Stockholm	18.165
Oslo	18.165
Prague	164.7
Madrid	40.075
Athens	376
Rio	5.61/64
Hongkong	16 1/2
Silver (spot)	1/4 1/2
Silver (forward)	16.5/16

—British Wireless.

STATUE OF DR. SUN.

UNVEILING CEREMONY FOR JUNE 16.

Canton, June 6.
The statue of Dr. Sun Yat-sen, which was presented by a Japanese friend of the late Kuomintang leader, and which arrived at Canton recently, has been erected at the Memorial Hill at the Whampoa Military Academy, and will be unveiled on the 16th inst. with the usual ceremony.—Canton News Agency.

An insect bite caused the death recently of Mrs. Ivy Ward, aged 33, of the Circle, Bath. While walking in the woods with her husband she was bitten on the hip. She became very ill and died before an ambulance arrived to take her to hospital.

RADIO BROADCAST.

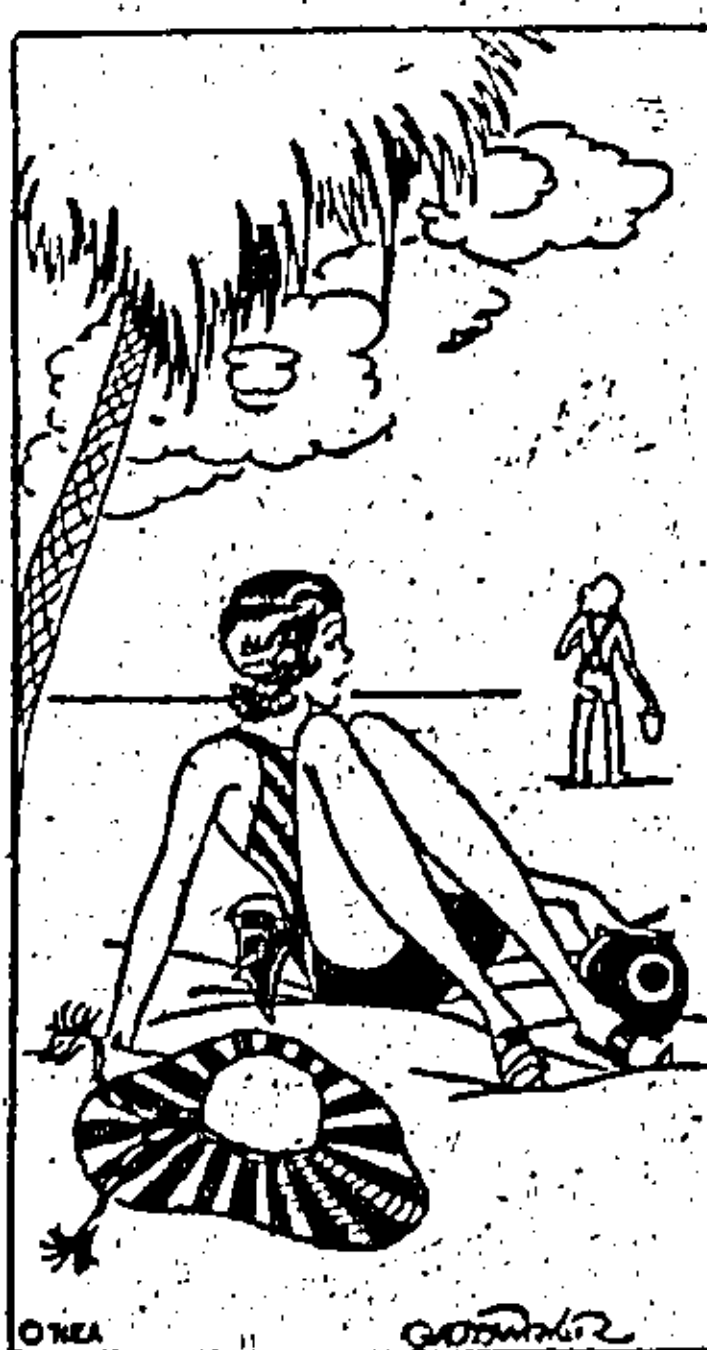
THE LOCAL PROGRAMME FOR TO-DAY.

Wireless programmes for to-day and Sunday broadcast by Z.B.W. on a wavelength of 355 metres are as follows:

- 12.30-1.15 p.m. Programme of H. M. V. and Victor records by courtesy of Messrs. Moutrie and Co.
- 1.15 p.m. Organ Recital by Frederick Mason, A.R.C.O. L.T.C.L.
- (1) Introduction to Act III. Tannhauser. (Wagner). Guilmant.
- (2) Berceuse. Jarnfeldt.
- (3) Allegretto in B. Minor. Guilmant.
- (4) Aria in D. Bach.
- (5) Evensong. Easthope Martin.
- (6) Marche Solennelle. Maillly.
- 1.45 p.m. Recorded programme continued.
- 2.00 p.m. Close down.
- 7.00 p.m. Silver Wings. Vocal Gems. Light Opera Co.
- 7.09 p.m. I'm a Dreamer. Gracie Fields.
- 7.15 p.m. The Deathless Army. The Journeys End. Peter Dawson.
- 7.23 p.m. An old Flame. John Henry.
- 7.31 p.m. Down South. Dixie Methodists.
- 7.39 p.m. Sylvan Scenes. Vincent Collier (Organ).
- 7.45 p.m. Couple O'Ducks. Gracie Fields.
- 7.52 p.m. More Old Songs. Jack Hylton and His Orch.
- 8.00 p.m. The Sacred Hour. Reginald Foote.
- 8.07 p.m. Blessing, Glory and Wisdom. Westminster Abbey Choir.
- 8.15 p.m. The Pipes of Pan. Winnie Melville.
- 8.21 p.m. Elegie (Tchaikowsky, op. 48). Philadelphia String Orch.
- 8.27 p.m. Impromptu in A flat. Harold Baur, (Piano).
- 8.34 p.m. The Punch and Judy Show. Gracie Fields.
- 8.40 p.m. Violets. Little Grey Home in the West. Derek Oldham.
- 8.47 p.m. Asleep in my Heart. De Groot and His Orch.
- 8.53 p.m. Mighty Lak' a Rose. Paul Robeson.
- 9.00 p.m. Weather report.
- 9.05 p.m. Programme of Dance Music Victor records, by courtesy of Messrs. Moutrie and Co.
- 11.00 p.m. Close down.

Sunday's Programme.

- 11.00 a.m. Church Service relayed from St. Joseph's Church.
- 1. Holy Mass: (a) Kyrie (Capocci). (b) Veni Sancte Spiritus (S. Keumann).
- (c) Sermon on Pentecost by Rev. Fr. R. W. Gallagher.
- (d) Offertory.
- (e) Sanctus, Benedictus and Agnus Dei (Capocci).
- 2. Benediction of the Blessed Sacrament.
- (a) Adore Te.
- (b) Tantum ergo.
- (c) Adoremus.
- 11.15 (Approx.) Chinese programme.
- 1.00 p.m. Close down.
- 9.00 p.m. Programme of Victor records by courtesy of Messrs. Tsang Fook Piano Co.
- Morning, Noon and Night in Vienna. Vienna Philharmonic Orch.
- 9.10 p.m. Tango (Elman). Mischa Elman.
- 9.18 p.m. Danny Deever. On the Road to Mandalay. Werrenrath.
- 9.26 p.m. Marche Slave. (Tchaikowsky). Philadelphia Orch.
- 9.34 p.m. Loves Old Sweet Song. Memories of Home. Neapolitan Trio.
- 9.43 p.m. The Prophet. When the King went forth to War. Challapin.
- 9.51 p.m. Life in Hungary. (Fantasy). Hungarian Rhapsody (Orch.).
- 10.00 p.m. Selections from "Katinka." Selections from "Rose Marie." Victor Salon Group.
- 10.09 p.m. Lehariana. Marek Weber and Orch.
- 10.17 p.m. Could I Believe (La Sonnambula). From Secret Caves, (Falstaff). Dal Monte.
- 10.25 p.m. In a Chinese Temple Garden. In a Persian Market. International Concert Orch.
- 10.30 p.m. Close down.



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- 22351 Gone. A Cottage.
- 22349 Sing a Little Theme Song. When the Little Red Roses.
- 22332 One I Love. Blue Turning Grey.
- 22326 Thank You Father. Good For You.
- 22321 Stein Song. St. Louis Blues.
- 22307 So Sympathetic. Where the Golden Daffs.
- 22304 We Love Us. Talk of the Town.
- 22291 Congratulations. Funny Dear.
- 22137 Miss Wonderful. DANCE AWAY THE NIGHT.

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'BLACKMAILING'
LETTERS.JUDGE SENDS THEM TO
PUBLIC PROSECUTOR.

"I am sending these letters to the Public Prosecutor. They are blackmailing letters of a serious kind."

This remark was made in the High Court by Mr. Justice Roche to a coloured man, who gave the name of Dom de Saldana.

Saldana said he was formerly Francis Xavier de Sousa, and he inherited the title on the death of his brother. He was a member of the English Bar, and was now ranching in Brazil.

The action was one in which Mr. John Sands, of Ledbury-road, W., claimed an account of moneys received by Mr. Sydney Franklin Rider and Mr. Gerald Bishop Rider, estate agents, of Lad-brook-grove, West Kensington, when acting as collectors of rents of property owned by Mr. Sands.

Messrs. Rider declared that they had rendered to Mr. Sands full and accurate accounts.

K.C.'s Question.

Evidence in support of Mr. Sands was given by Saldana, who declared he had assisted Mr. Sands in the case from motives of charity.

Mr. Singleton, K.C., asked Saldana if he had been in trouble in England or had been disbarred.

"No," he replied, "you must be mixing me up with somebody else."

Mr. Singleton produced a number of letters, and Saldana denied certain of these were in his handwriting.

Mr. Justice Roche said that he was satisfied that Mr. Sands' case was fictitious from beginning to end.

Mr. Justice Roche added: In 1929 and 1930 letters of a very reprehensible character, which may fairly be described as threatening or blackmailing letters, were written to persons connected with the case.

"Some of these letters are in writing that bears a striking resemblance to the writing of the plaintiff, although disguised, and others bear a striking resemblance to the admitted writing of Mr. Saldana."

"Now, with these two matters—similarity of writing and the nature of the contents, indicating a connexion or possible connexion of the plaintiff and Mr. Saldana with these reprehensible writings—I am not going to say more except that I instruct the official of the court to send these letters and other documents relative to the matter to the Public Prosecutor."

BLAZE AT TRAINING
SHIP DEPOT.BOYS AS CALM AS AT
FIRE DRILL.

Calmly, as though carrying out fire drill, a hundred boys and officers of the famous training ship Mercury, marched out in the small hours of the morning when a three hours' blaze at the shore establishment destroyed the greater part of the premises.

The fire was discovered by Miss Fry, daughter of Commander C. B. Fry, the famous England cricketer, when everyone else was asleep.

Flames fused the electric light and the building was plunged in darkness, except for the light from the burning wooden building.

Originating in the boiler room, the fire swept through two school-rooms, the gymnasium, the officers' messroom, the wireless room and some other buildings.

"Splendid Boys."

"The boys lived up to their training and tradition," said one of the officers. "They behaved splendidly."

"When the alarm was given they assembled and paraded out of their dormitories as though it were an ordinary fire drill, and then marched calmly out into the open."

"After they were all clear they did everything possible in helping to prevent the fire from spreading."

Three brigades from Southampton, Woolston and Hamble fought the fire. Hamble brigade, owing to the roads being blocked by a large sewage scheme in course of construction, had to cross a number of fields to reach the spot.

Hundreds of recruits for the Navy and mercantile marine have been provided by the Mercury.

The Duke of York, during a visit to the ship last December, said: "The success achieved in after years by men who have been Mercury boys is truly remarkable, and must ever be a source of pride and encouragement to Commander and Mrs. Fry and their officers."

Mrs. C. B. Fry.

Mrs. Fry plays an important part in the administration of the Mercury. She is in command when Commander Fry is away.

During a debate at Southampton Master Mariners Club on "If Women Become Master Mariners," Commander J. A. Rupert Jones said he knew at least one woman, Mrs. Fry, who would have made a capable master mariner.

"She used to lead the boys (of the Mercury) over the masthead," he said. "She set a wonderful standard."

Mrs. Fry herself believes that a woman can captain a ship just as well as a man.

"I have not commanded a ship at sea," she has said, "but I have done the next best thing on the Mercury in the river."

MYSTERY OF LADY
HALDON.HUSBAND BREAKS DOWN
AT INQUEST.

Lord Haldon broke down and sobbed as he gave evidence at the inquest on his wife, Lady Haldon, who was found dead at the foot of the cliffs at Brighton.

"We were like Darby and Joan together," he said. "We had never had a quarrel."

Lady Haldon was the second wife of Lord Haldon, and had been living with her husband in a Brixton boarding-house for some weeks.

She was 61, and was formerly the widow of Mr. E. C. Brightman, of Bristol. She married Lord Haldon in January last year.

Lord Haldon said she had good health until nine months ago, when she complained of pains in the head, but would not see a doctor.

He spoke with deep emotion when he said his wife did not tell him she was going to Brighton.

"The whole thing—I cannot understand it," he added. "It is an accident. I am sure of it."

"What on earth could she do down there? Oh, dear, I had better say no more."

The coroner said there was no evidence that Lady Haldon intended to commit suicide, and he recorded an open verdict.

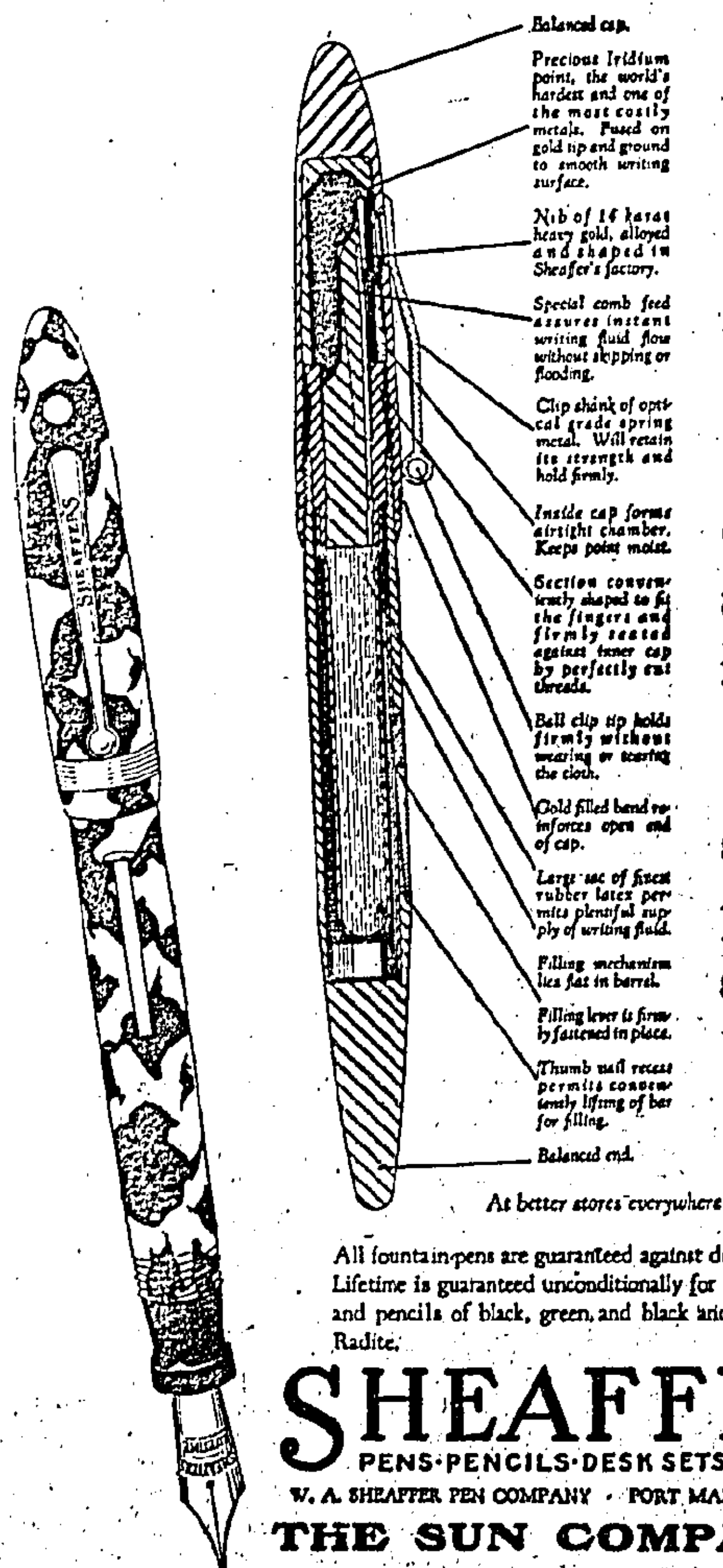
"I am convinced that my wife's death was due to an accident," Lord Haldon said, on his return to London.

He added: "I wish to correct an impression which has wrongly risen. I only left my flat at Clapham Common because it did not suit my wife. The room we took in Acre-lane, Brixton, was merely a pied-a-terre."

L.P. 708

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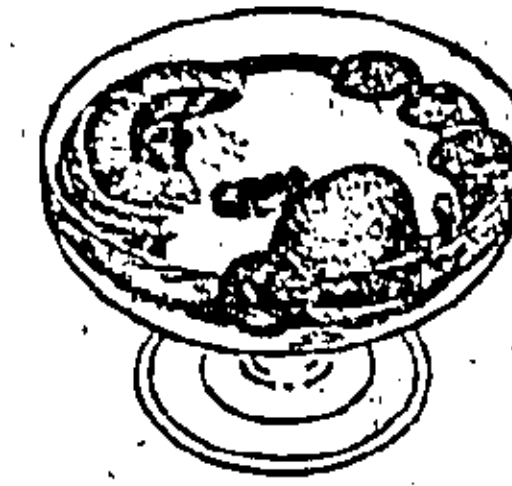


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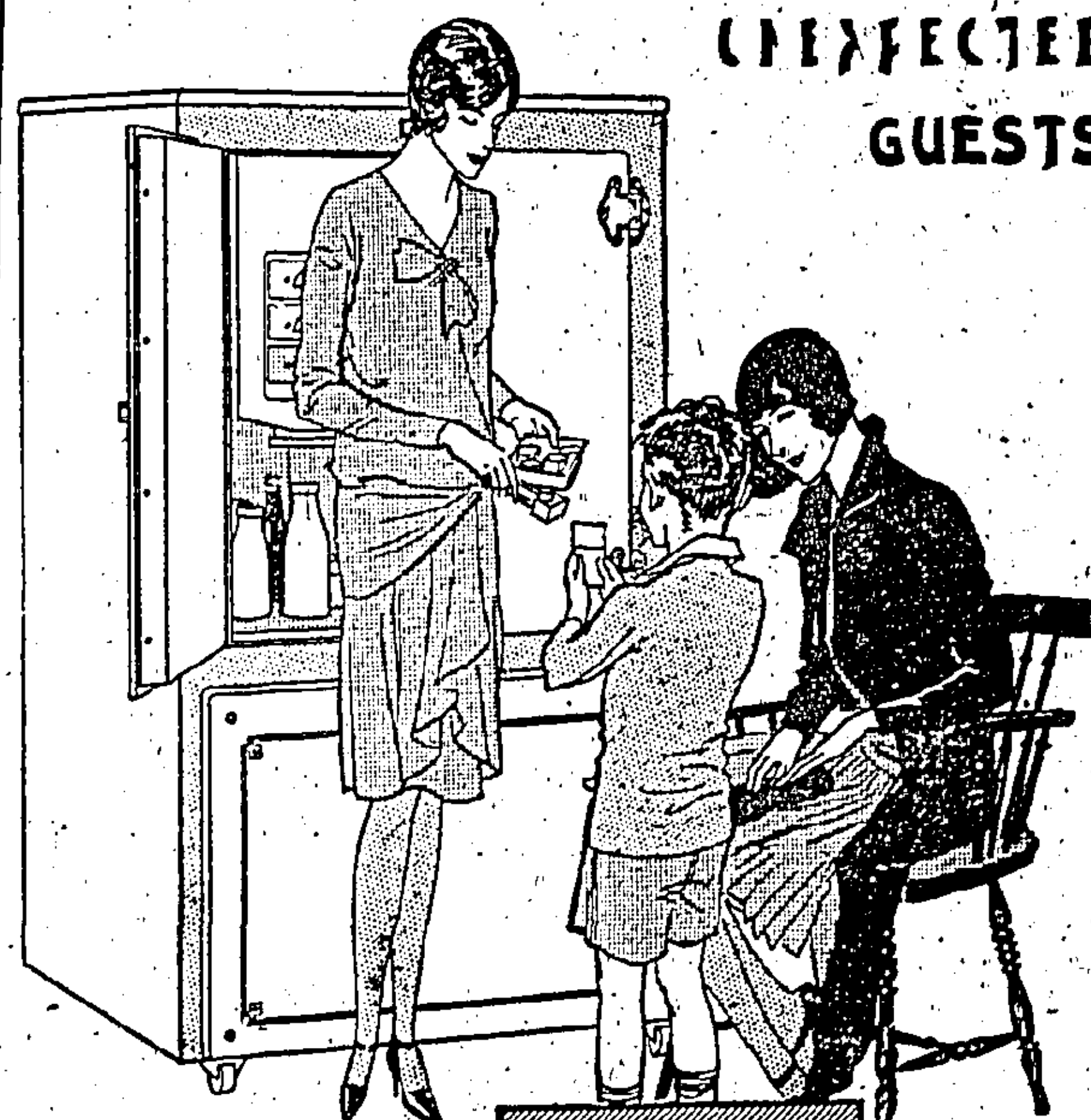
Hong Kong

PINEAPPLE CREAM

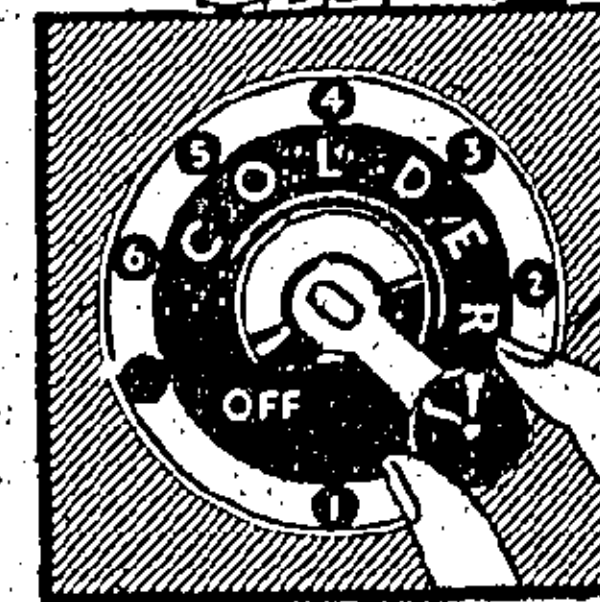
INGREDIENTS—One tin preserved pineapple, 1 pint milk, 1 oz. gelatine, 2 oz. sugar, 12 oz. tin Nestlé's Cream
METHOD—Cut the fruit up very small and sprinkle with sugar. Mix the Cream with the milk. Then strain into a teacupful of the pineapple syrup in which is dissolved the gelatine and sugar. Lastly add the pineapple. Place the cream in a wet mould and leave until set. Turn out and serve.

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UNEXPECTED
GUESTS



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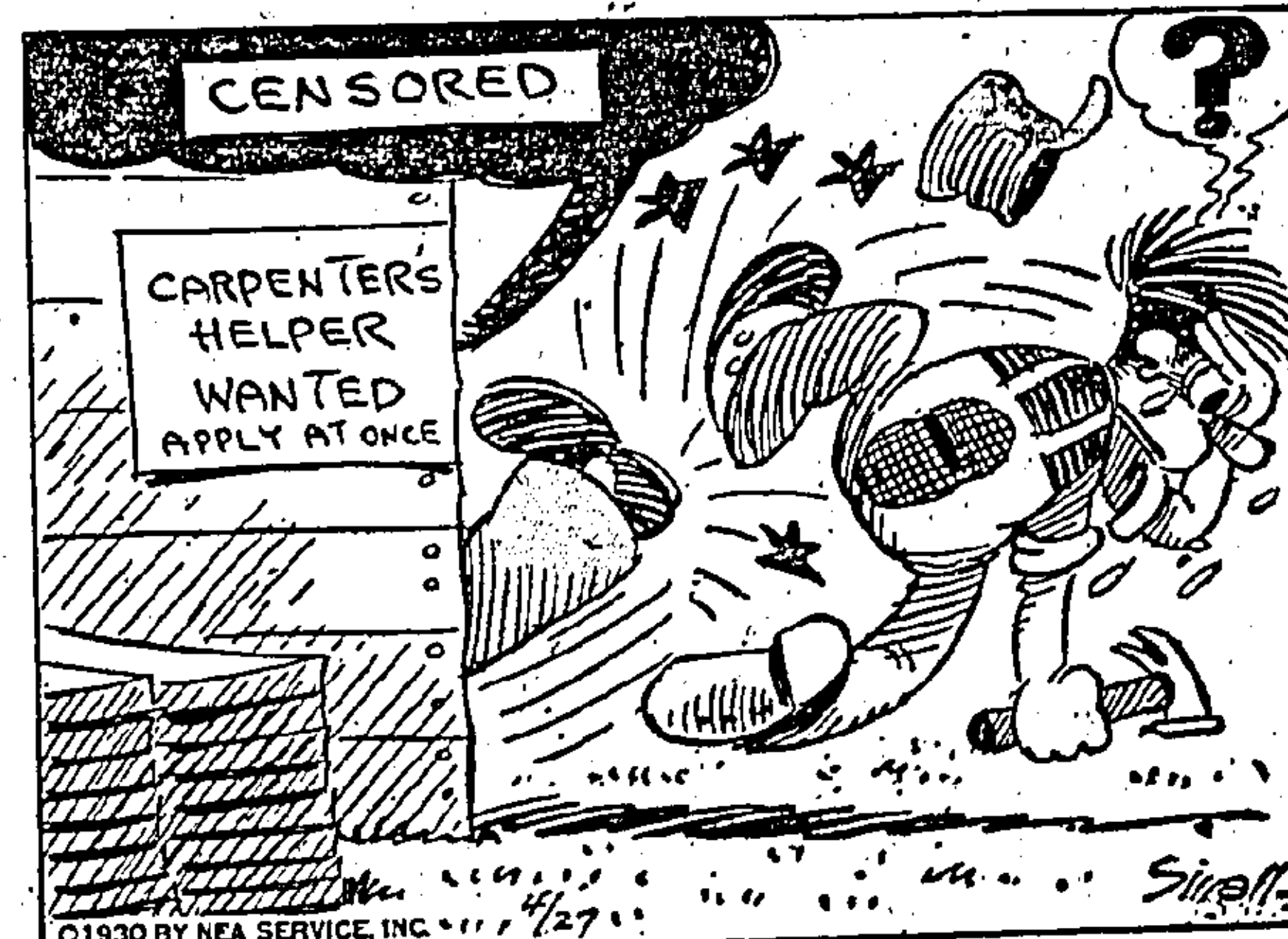
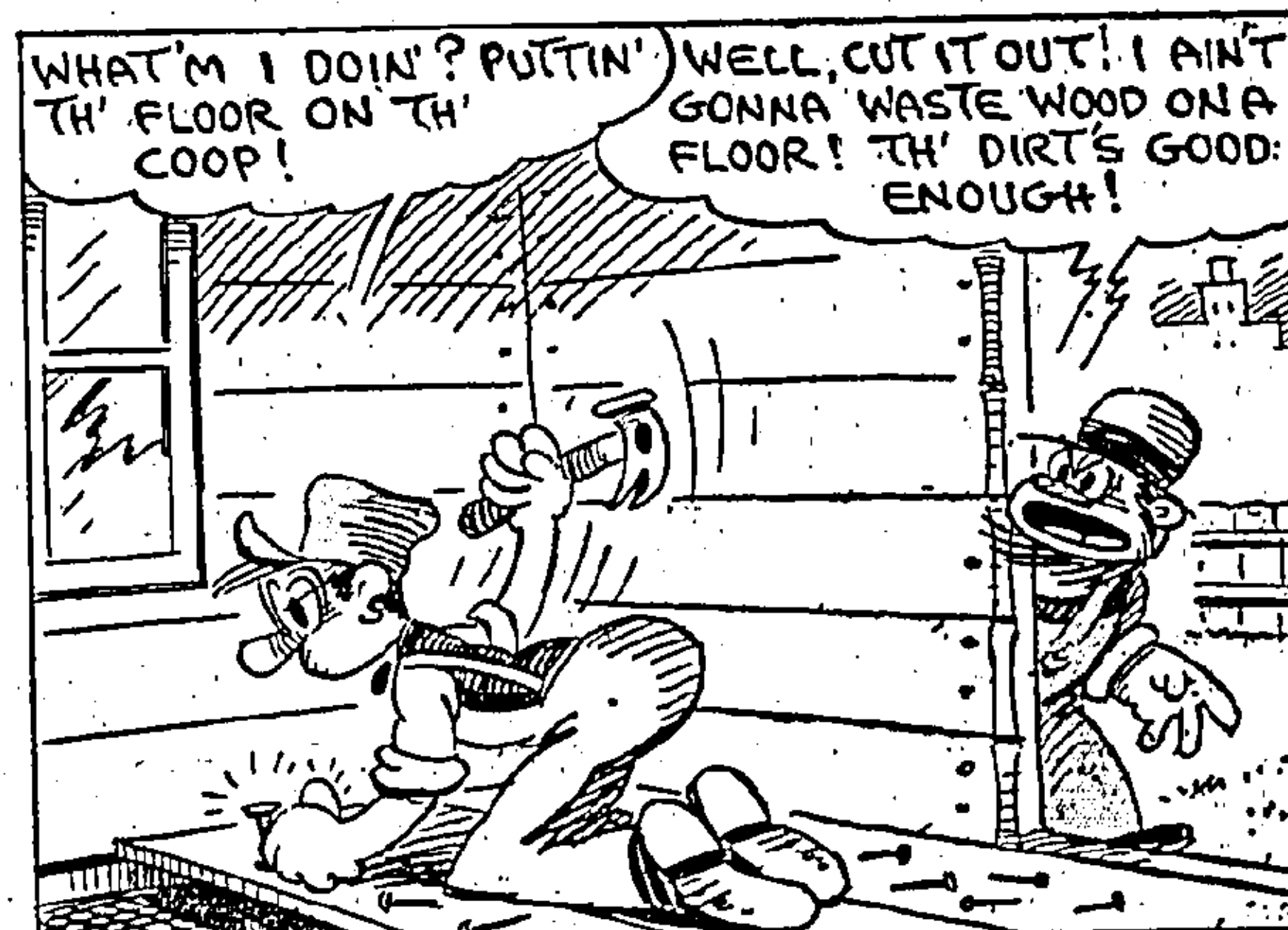
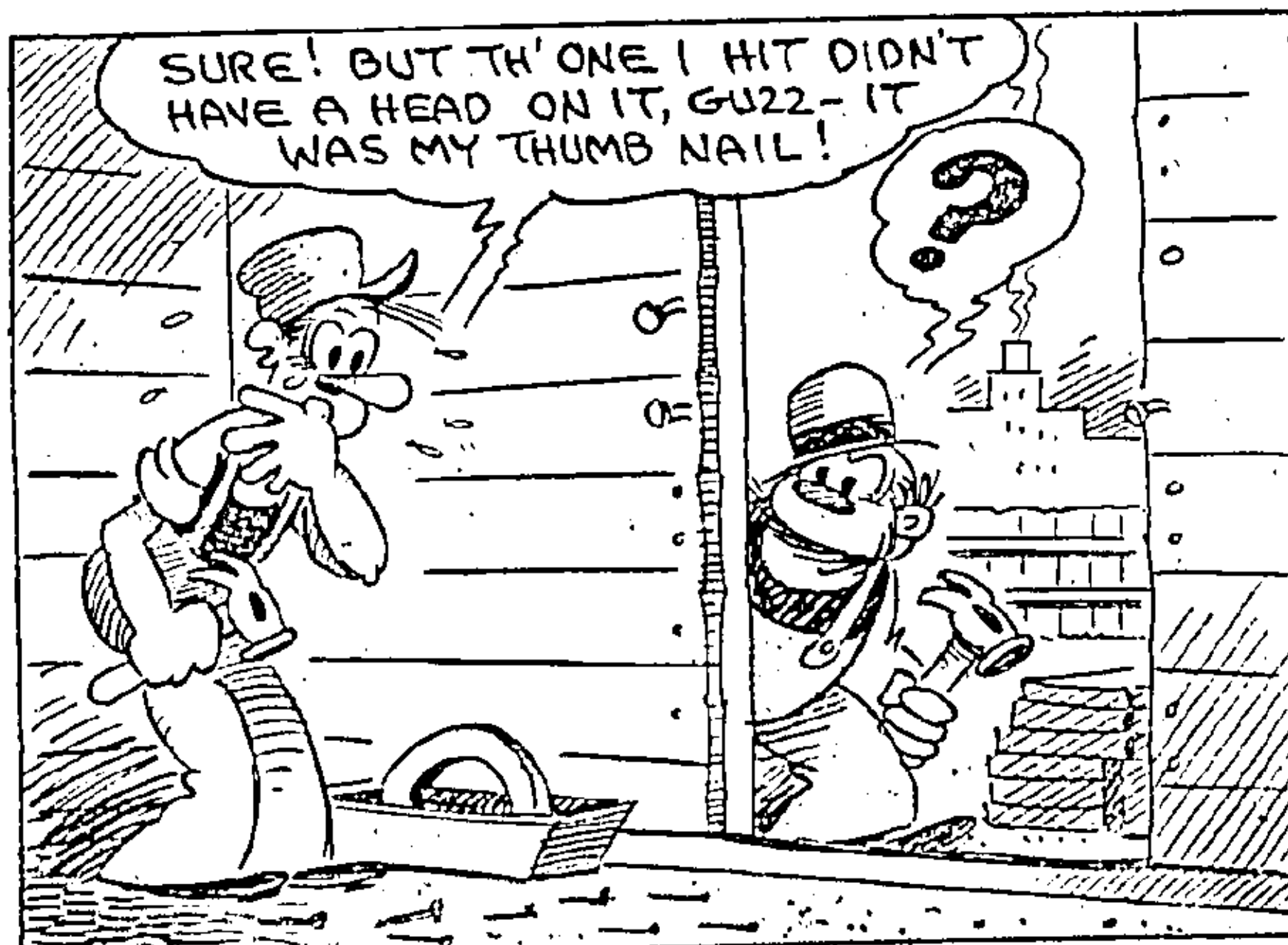
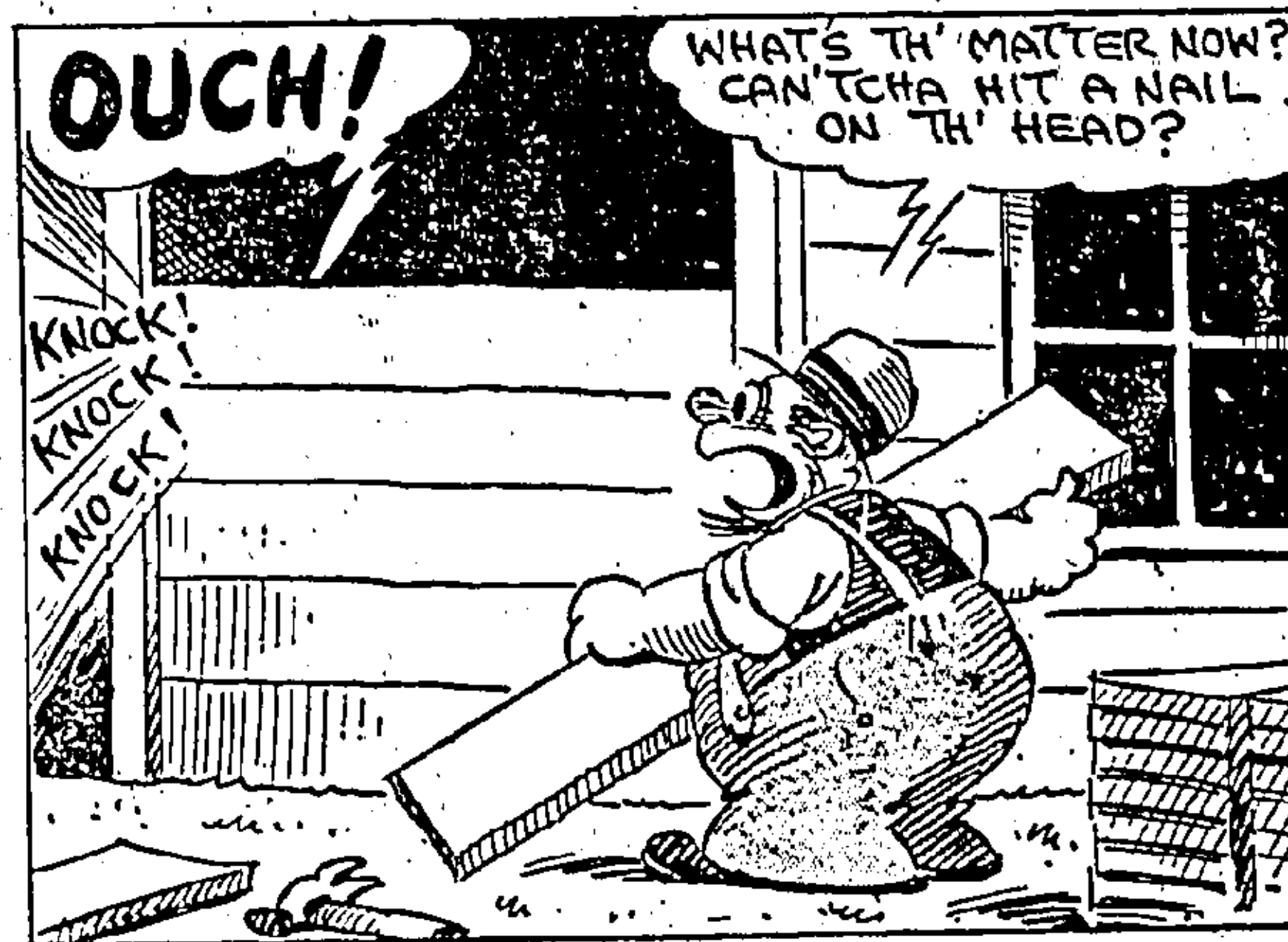
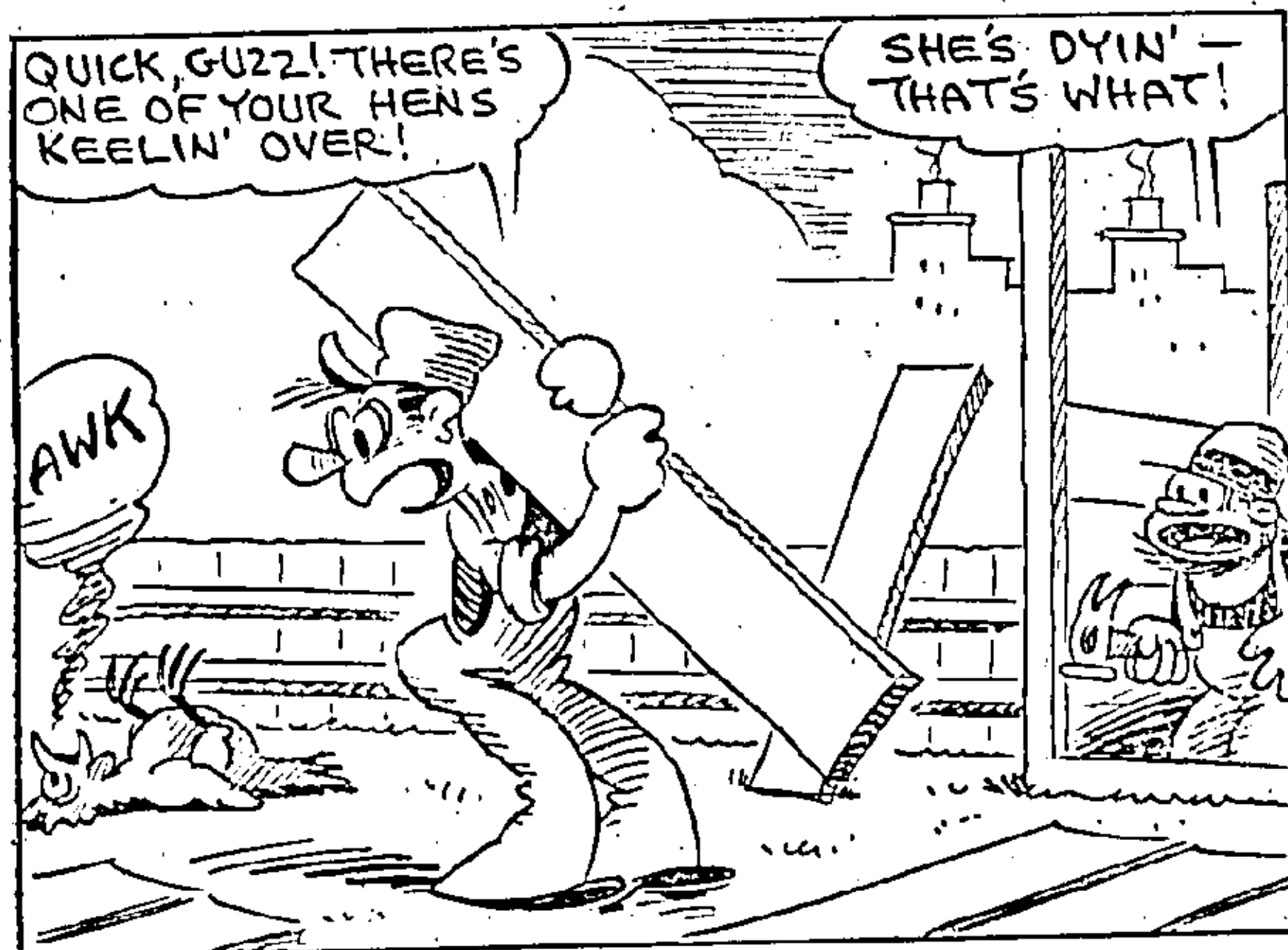
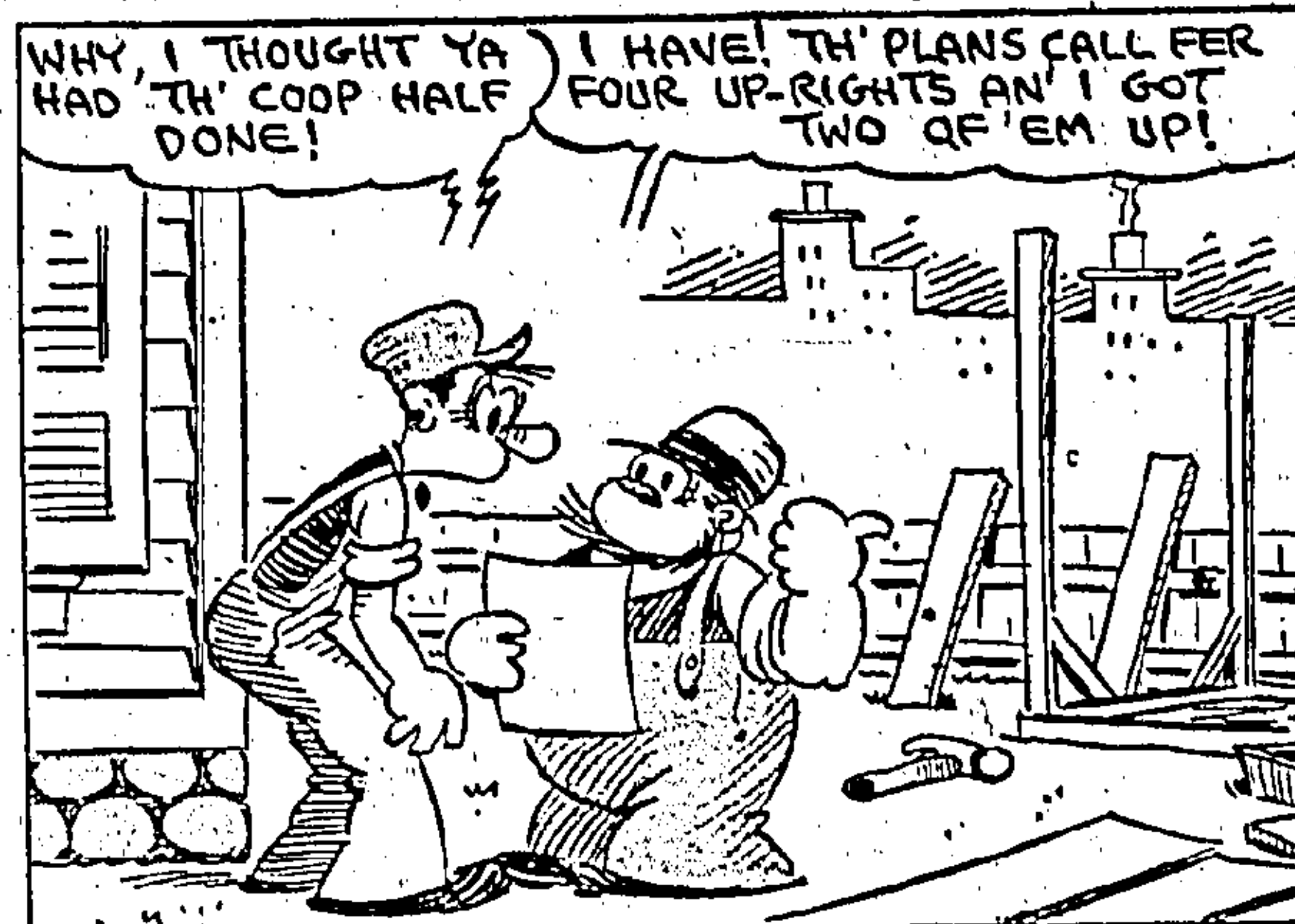
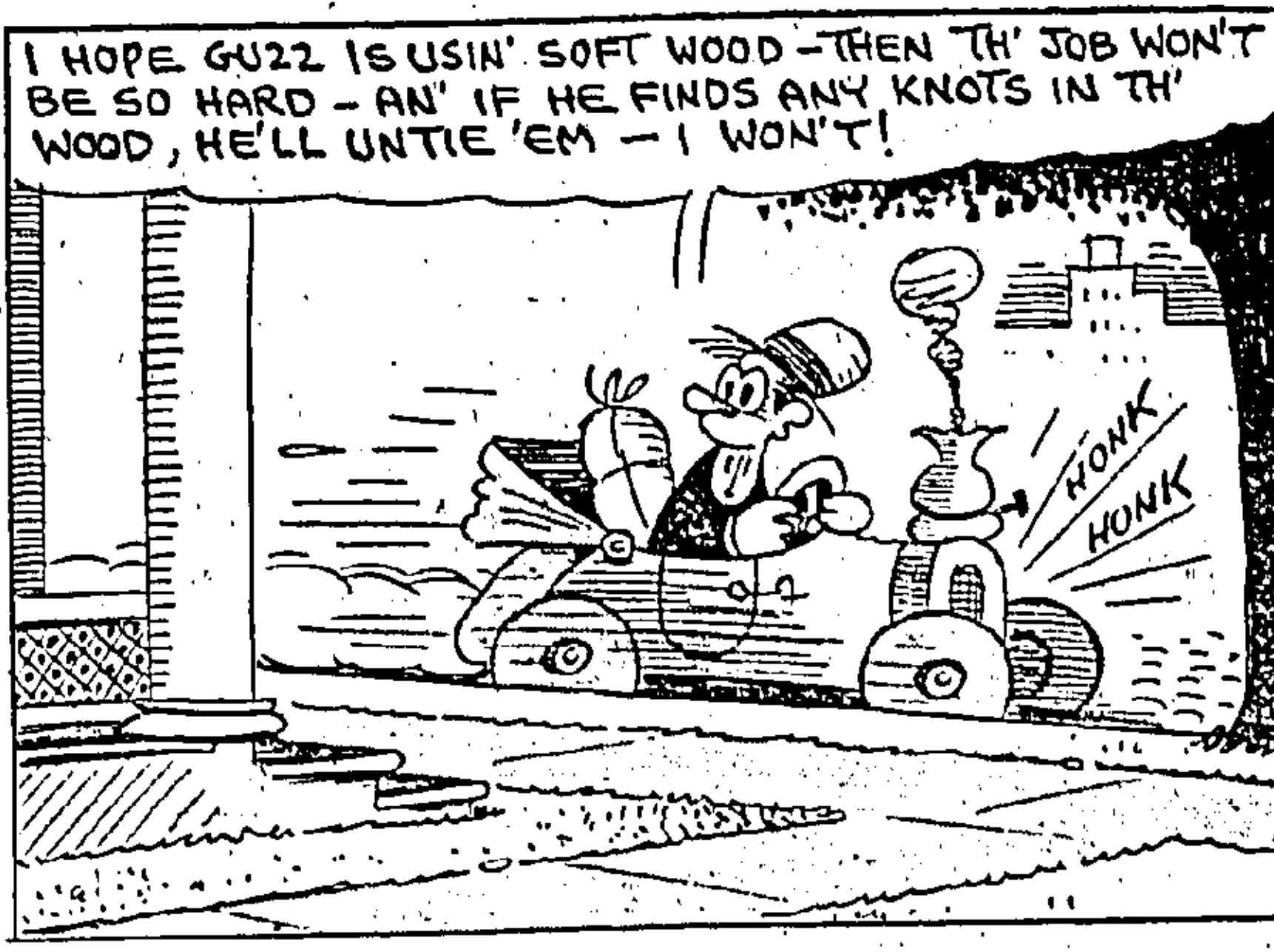
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HARDWARE MERCHANTS.

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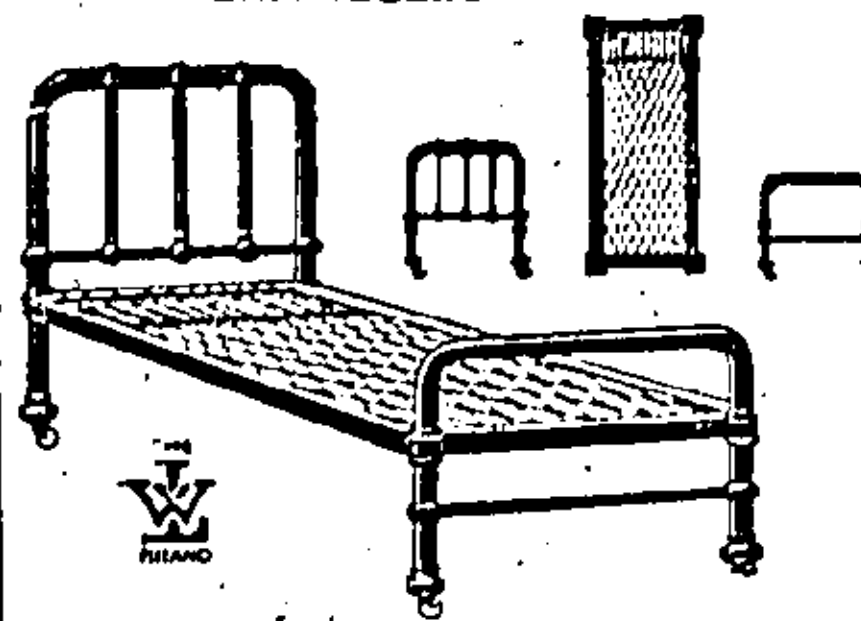
SALESMAN SAM

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Whiteaways For Household Linens, Bedsteads, Bedding, Etc.

THE "WHITELAW" THREE-PART BEDSTEAD ENAMELLED, BLACK



COMBINATION THREE-PART BEDSTEAD.

English made, from strong Wrought Iron. Fitted with reliable Steel Wire Springs.

Size 3' x 6'6"
BLACK \$15.50 each.
WHITE \$19.50 "

SOFT FURNISHINGS.

A wonderful selection of Jaspies, Cretonnes, Tissues Art Silks, Repps and Curtain Nets, now in stock.

Loose Covers made to order.
Curtains made and fixed.
Estimates and advice Free.



MOSQUITO NETS. MADE FROM FIRST QUALITY FINE MESH NETTING. WILL WASH WELL and WEAR WELL.

SQUARE TOP NETS.

3' x 6'6" 3'6" x 6'6" 4'6" x 6'6" 5' x 6'6" 5'6" x 6'6"
\$16.75 \$17.75 \$19.75 \$20.75 \$21.75
ROUND TOP NETS.
\$18.50 \$19.50 \$21.50 \$22.50 \$23.50
EACH.

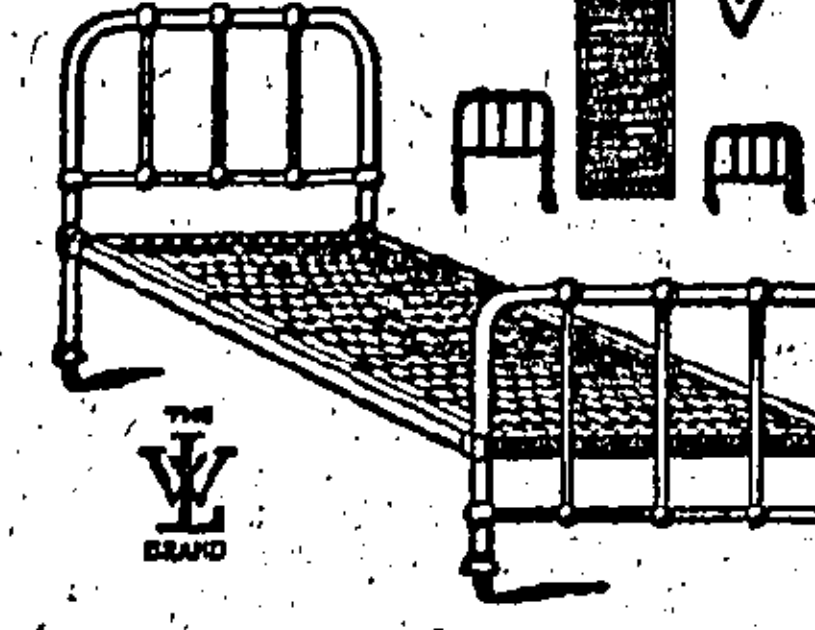
THREE-PART BEDSTEADS.

Fitted with non sagging patent "Plycene" Spring Steel Mattress.

Manufactured in England the "Resteezi" Bed is guaranteed to give the best service.

Size 3' x 6'6"
BLACK \$24.50 each.
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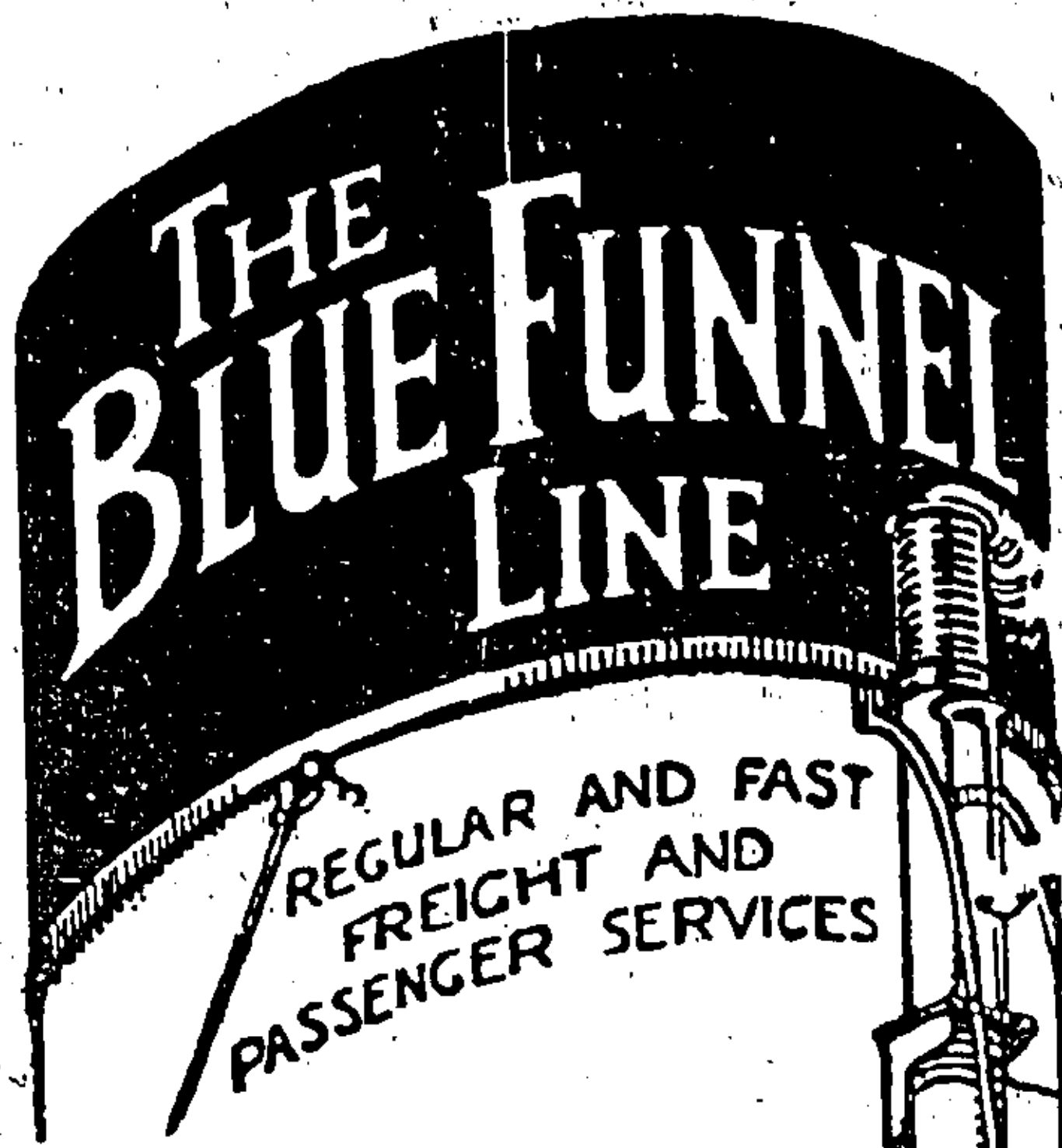


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Made from pure first class Fillings and English made Ticking.

Mattresses cleaned re-made and re-covered at moderate prices.

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LONDON SERVICE

"ANTENOR" 11th June M'les, London, R'dam & G'gow
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LIVERPOOL SERVICE

"TEIRESIAS" 20th June Genoa, Havre, L'pool & G'gow
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"TALITHYBIUS" 19th June For Victoria, Van'eer & Seattle
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NEW YORK SERVICE

"ELPENOR" Sails 28th June For New York, Boston & Baltimore via Suez

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INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers	Sailings.
TO TSINGTAO via SWATOW & SHANGHAI	Chaksang	Sun 8th June at 10 a.m.
	Kwaisang	Wed 11th June at 10 a.m.
	Waishang	Sun 15th June at 10 a.m.
TO SINGAPORE PENANG & CALCUTTA	Suisang	Thurs 12th June at 3 p.m.
	Nam-sang	Satur 2nd June at 3 p.m.
	Kut-sang	Tues 8th June at 3 p.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Kutsang	Wed 18th June at 7 a.m.
	Hosang	Thurs 26th June at 7 a.m.
	Yuen-sang	Wed 2nd July at 7 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Mausang	Wed 11th June at 3 p.m.
	Hinsang	Satur 21st June at 3 p.m.
TO SANDAKAN	Chipsang	Thurs 12th June at 7 a.m.
	Cheong-sang	Fri 20th June at 7 a.m.
TO TIENTSIN via SWATOW & FOCHOW	Chipsang	Thurs 12th June at 7 a.m.
	Cheong-sang	Fri 20th June at 7 a.m.

SUMMER TRIPS TO JAPAN.

Excellent first class accommodation on rough steamers from Calcutta to Japan at the specially reduced return fares of \$175.00 to Kobe and \$200.00 to Yokohama. These return tickets are available for three months. Further reductions made for parties of not less than four adults.

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Sailings from Hongkong.

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden) Suez, Port-Said.
 To YOKOHAMA via Shanghai & Kobe

ANDRE LEBON.....	17th June.	CHENONCEAUX.....	17th June.
PORTHOS.....	1st July.	ATHOS II.....	1st July.
CHENONCEAUX.....	15th July.	D'ARTAGNAN.....	15th July.
ATHOS II.....	29th July.	ANGERS.....	29th July.
D'ARTAGNAN.....	12th Aug.	SPHINX.....	18th Aug.
ANGERS.....	26th Aug.	G. METZINGER.....	1st Sept.
SPHINX.....	16th Sept.	ANDRE LEBON.....	15th Sept.
G. METZINGER.....	30th Sept.	PORTHOS.....	29th Sept.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transshipment on our mail steamers at Port-Said or Djibouti.

COMMERCIAL LINE.

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 Cie. des MESSAGERIES MARITIMES.

Telephones: 26651.

3, Queen's Building.

THE TUTORIAL INSTITUTE.

TENTH ANNIVERSARY CELEBRATED.

In celebration of its tenth anniversary, the staff and students of the Tutorial Institute held a concert at the Hop Yat Hall yesterday evening, when opportunity was also taken by the Principal, Mr. N. H. Fok, B.Sc., to present his annual report.

The concert programme consisted of both European and Chinese music, those taking part including a number of students of the Institute. A feature was a one-act Chinese play by Miss Pak Chu-lan, which evoked loud applause.

The Hop Yat Hall, specially lent for the occasion, was prettily decorated with flags and bunting.

Mr. Fok's report was as follows:

The Institute was started in January, 1921, with the aim of helping students preparing for the local examinations and the entrance examinations of universities and colleges in Shanghai and Canton. A student could select certain subjects or subjects which he was weak in and classes were formed to suit both teachers and students. Thus the Institute was started with 15 boys at 15 Caine Road. The number increased up to 45 when the Institute removed to 31A, Caine Road in July the same year. In February 1922 an extension was made on the top floor of 27B Caine Road and the number of boys was at once risen up to the limit—namely 86 with 10 boarders. Applications for admission came in continually, but they had to be refused for lack of accommodation.

Expansion.

For two and a half years we had to be contented with this number. However, early in September, 1924, when a block of new building was just completed in Wing Wa Terrace, Hospital Road four flats at Nos. 9 and 10 were at once taken and a Junior School for classes 3 to 8 was formed. Within a week 96 new boys were enrolled. For the sake of direct and better management the Junior School was removed in December, to 44C and 44D Caine Road, opposite to the mother school. Girls were admitted to the Senior and Junior Classes in 1923-25. In the early part of 1925 the Institute had the highest numbers of boys—295.

In 1927 the Institute was removed to the present building 78, Peel Street, off Caine Road.

I would like to take the opportunity to mention that the Institute has been a self-supporting one. At a time for a period of nine months the Institute was paying for rent alone \$975 per month for 7 flats in Caine Road and over \$1800 per month for teachers, 4 of whom were B.A. and 4 B.Sc., one doctor of Chinese and 5 assistant teachers for the Junior School. This total of over \$2,700 a month was no easy task for a private and self-supporting school to perform.

Successful Students.

While some of our students aim at the local University, many others aim at the universities in Shanghai and Canton. In 1927 our first graduate Mr. J. T. Ho came out of the Chi Chee University, Shanghai, with a B.A. Degree and in 1929, Mr. Lai So-chim was graduated in the Chung Shan University, Canton with a B.A. degree, he has since been a judge in the Chung Fa District. In January last our first girl

CHANGES IN THE N.Y.K. FLEETS.

TWO NEW MOTOR SHIPS READY FOR SERVICE.

When the two new N.Y.K. motor ships Terukuni Maru and the Yasukuni Maru are ready for service, there will be many changes in the N.Y.K. fleets running to Europe and Australia. Three of the vessels at present on the European service will be taken off and replaced by these two new motor ships, while the former will take the place of the three that are now on the Japan-Australia run.

The s.s. Kitano Maru, which is on her 49th trip from Japan to Europe, will, on her arrival in Japan on June 22, complete 20 years' service on this run. She will be reconditioned either in Yokohama or Kobe after which she will be transferred to the Australian service in place of the Kaga Maru.

The two other steamers which will be transferred from the European to the Australian service are the Kamo Maru and the Atsuta Maru, these replacing the Tango Maru and the Aki Maru respectively. It is hoped to complete these changes by the end of the year.

The Kitano Maru will leave Yokohama on her first trip to Australia in August and will call at this port on August 18. The Atsuta Maru will be the next to follow, but the Kamo will make another voyage to Europe and will not be able to leave Australia until the beginning of 1931.

Of the two new motor ships which are to join the European fleet of the N.Y.K., the Terukuni is now ready for service and will leave Yokohama on her maiden voyage on June 30. The Yasukuni will follow later.

The other N.Y.K. vessels on the Japan-European run are the Kashima Maru, Katori Maru, Suwa Maru, Fushimi Maru, Hakone Maru, Haruna Maru, Hakozaki Maru, and Hakusan Maru.

It is understood that nothing has been decided as to what to do with the Kaga Maru, the Tango Maru and the Aki Maru when they have been replaced by the Kitano, Kamo and Atsuta, but there is a probability that they will be transferred to the Japan-India service.

graduate Miss A. M. de Remedios was graduated in the Hongkong University with a B.A. degree. At present 10 of our students are studying in the Hongkong University, about 10 are in the Lingnan University, Canton, and over 40 are in the universities in Shanghai. Mention must be made of a girl graduate in The Yin King University, Peking, two students in a University in Japan, 4 in France, and 6 in the U.S.A.

Sports.

The Institute takes every opportunity to encourage sports activities. Swimming picnics have been frequently held during the summer, Ping-Pong has been the most popular indoor game while the Institute keeps one Volley Ball team, one basket ball team and one football team. This year it has been decided to organized a Water Polo Team. In 1925 our senior basket ball team joined the School League and finished as runners-up but last year we succeeded to win the shield. In 1927 our volley ball team was champion in the School League. In the same year 4 of our team were chosen to represent Hongkong against Canton in an inter-port volley ball match. This year 7 of our students—Chan Ching-hing, Kwok Fung-sun, Ip Yansum, Leung Kit-tong, Chiu Tak-wing, Lo Man-pan, and Tsang King-chuen were chosen to represent Hongkong in the National Athletic Meet, held in Hangchow in April last, and three of the above were chosen to represent China in the Far Eastern Olympiad recently held in Japan. To sum up, I may say that the Institute has done what it can do to cultivate its students morally, intellectually and physically, and it is hoped that a permanent site for a school and play ground can be obtained to carry its functions to the utmost extent.

CHINESE VIEWS ON TAXATION.

FAILURE OF TWO NATIVE BANKS.

The threat of additional taxation, the collapse of a local Chinese Exchange and the failure of at least two prominent native banks, all go toward having a damaging effect on local trade. In Chinese circles the outlook is very gloomy.

A prominent official of the Chinese General Chamber of Commerce, whose opinion was sought by a representative of the Press yesterday, said that he could not see to what extent the Hongkong Government would benefit by an increase in taxation at this juncture of unprecedented trade depression. What would happen would certainly be a general increase in rents and commodities all round.

Furthermore, taxation would have detrimental effect on those Chinese capitalists with money from Canton and the interior parts of Kwangtung and Kwangsi who desired to invest it in land and property in Hongkong and the New Territories. A general slump in the value of land and property in Hongkong would affect the revenue of the Government from Crown land sales.

The Chinese Chamber of Commerce had from time to time received letters from Chinese traders and shop-keepers complaining about the high cost of rent in the Colony and during the last few days had been flooded with letters regarding the proposal to increase taxation.

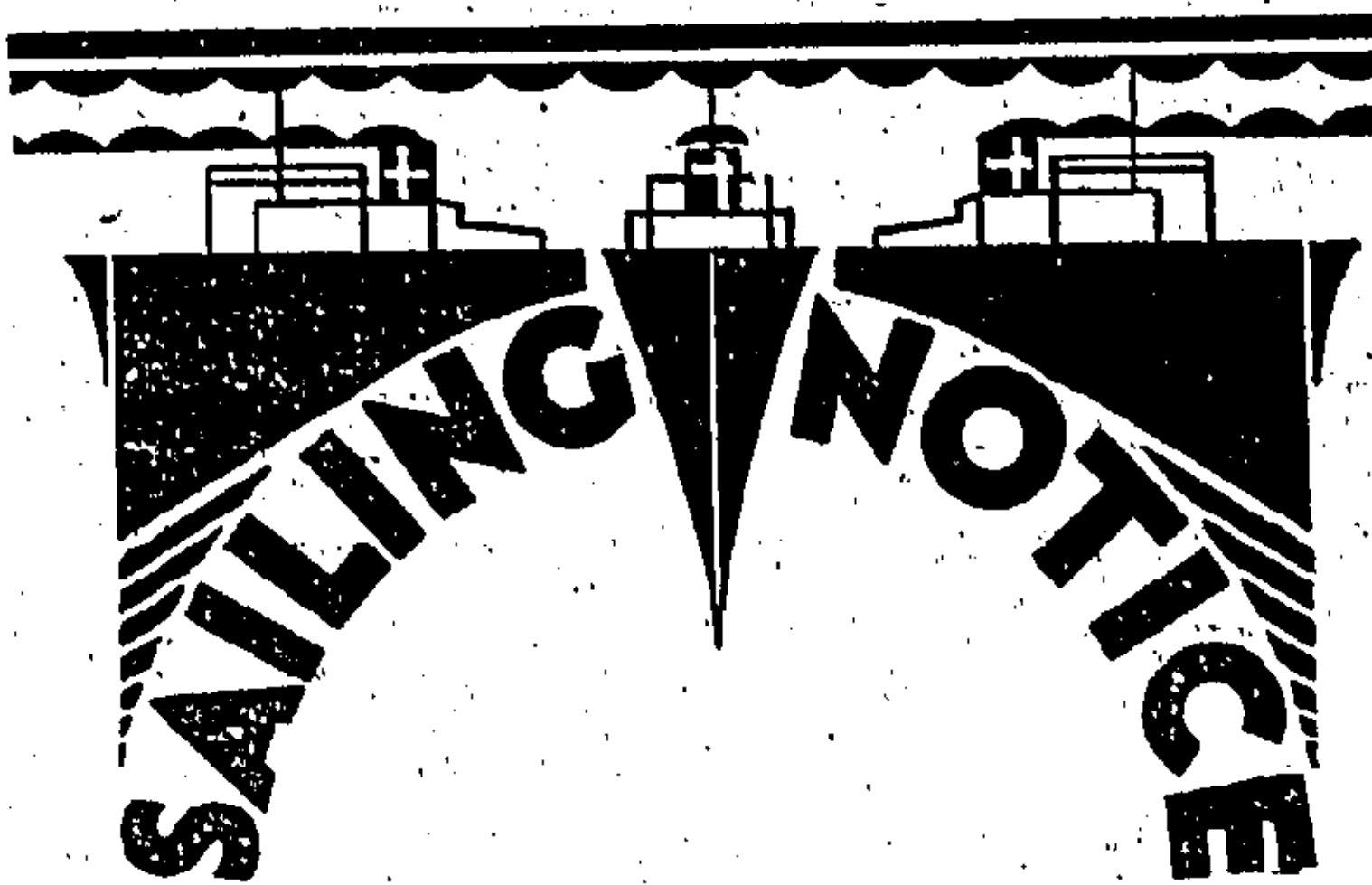
The present trade outlook in Hongkong is easily the worst experienced for the last twenty years, surpassing even the period of political strikes and seamen's troubles, said a Chinese banker. He added that not only were many native banks hard hit by the sensational fluctuations on the exchange and the crash at the local Chinese Exchange, but trade generally was depressed.

Our informant said that the import trade with Kwangtung had stopped on account of the low silver value and many Chinese importers who had ordered goods from abroad had lost enormous sums of money.

The failure of two native banks which had extensive business connections with firms in Hongkong and Shanghai, caused a mild sensation in local banking circles.

Concerning the crash at the Chinese Exchange the S. C. M. Post representative was informed that the suspension of quotations for "Double Eagles" was still in force and it was not expected that the dispute between the two parties would be settled in the near future.

present Hongkong in the National Athletic Meet, held in Hangchow in April last, and three of the above were chosen to represent China in the Far Eastern Olympiad recently held in Japan. To sum up, I may say that the Institute has done what it can do to cultivate its students morally, intellectually and physically, and it is hoped that a permanent site for a school and play ground can be obtained to carry its functions to the utmost extent.



WEEKLY TRANS-PACIFIC SERVICE.

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To Seattle & Victoria

Fortnightly sailings on Tuesdays
 Pres. Grant ... Tues., June 17
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Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

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ROUND THE WORLD.

Fortnightly sailings on Sundays via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Johnson Sun, Jun. 15, 8 a.m. Pr. V. Bure Sun, July 27, 8 a.m.
 Pres. Fillmore Sun, Jun. 23, 8 a.m. Pres. Garfield Sun, Aug. 10, 8 a.m.
 Pres. Wilson Sun, July 13, 8 a.m. Pres. Polk Sun, Aug. 24, 8 a.m.

To Manila

Pres. Grant ... June 7, 6 p.m. Pres. Madison ... July 1, 6 p.m.
 Pres. Lincoln ... June 17, 6 p.m. Pres. Pierce ... July 5, 6 p.m.
 Pres. Cleveland ... June 21, 6 p.m. Pres. Jackson ... July 15, 6 p.m.

CANTON BRANCH:—No. 4 Shaked Street.

DOLLAR STEAMSHIP LINES

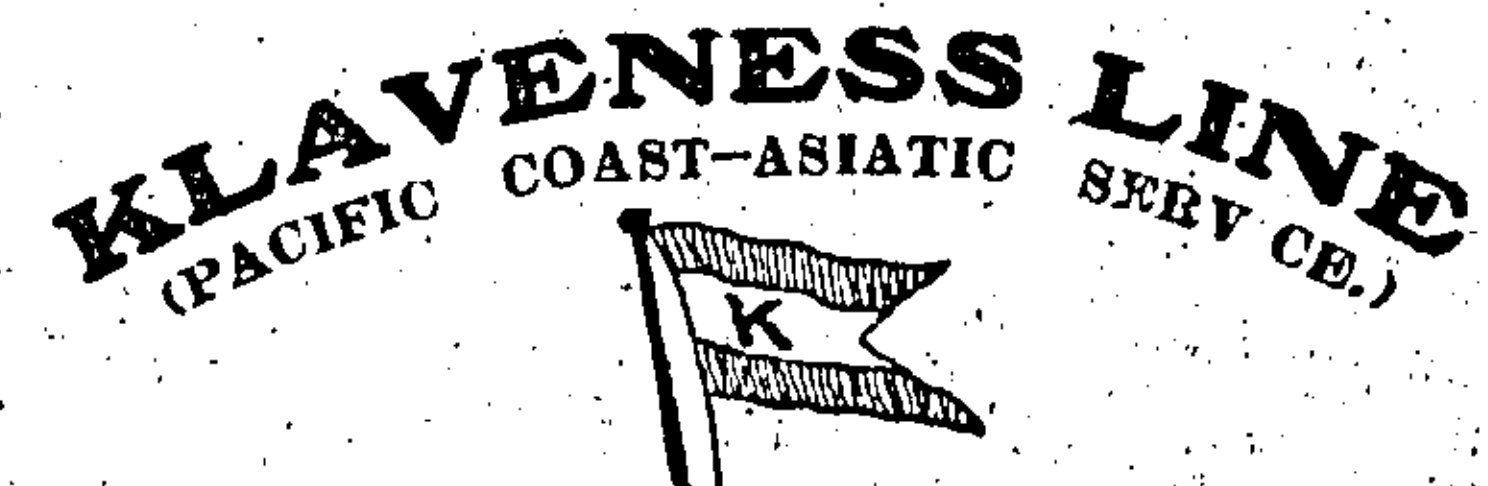
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REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$83 TO \$120—ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	
Tenyo Maru	Thursday, 12th June.
Tatsuta Maru	Thursday, 19th June.
SEATTLE, VICTORIA via Shanghai & Japan Ports	
Mishima Maru	Friday, 20th June.
Siberia Maru	Saturday, 5th July.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.	
Fushimi Maru	Saturday, 14th June at 8 a.m.
Hakozaki Maru	Thursday, 24th June at 7 a.m.
SYDNEY & MELBOURNE via Manila & Ports.	
Tango Maru	Tuesday, 24th June
BOMBAY via Singapore, Penang & Colombo.	
Sado Maru	Wednesday, 11th June.
Tottori Maru	Friday, 27th June
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
Bokuyo Maru	Sunday, 29th June
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.	
Kamakura Maru	Tuesday, 1st July.
NEW YORK, BOSTON via Panama.	
Tatsuno Maru	Wednesday, 25th June.
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.	
Dakar Maru	Monday, 9th June
CALCUTTA via Singapore, Penang & Rangoon.	
Hakodate Maru	Monday, 9th June
Malacca Maru	Sunday, 15th June
SHANGHAI, KOBE & YOKOHAMA.	
Kitano Maru	Monday, 9th June
Aki Maru (Nagasaki Direct)	Wednesday, 18th June
Haruna Maru	Monday, 23rd June
Cargo only.	

Reduced 1st class Excursion Rates quoted between Manila and Australia.
 For further information apply to—
 Telephone 30291. **HIPPON YUSEN KAISHA.**
 private exchanges to all Depts



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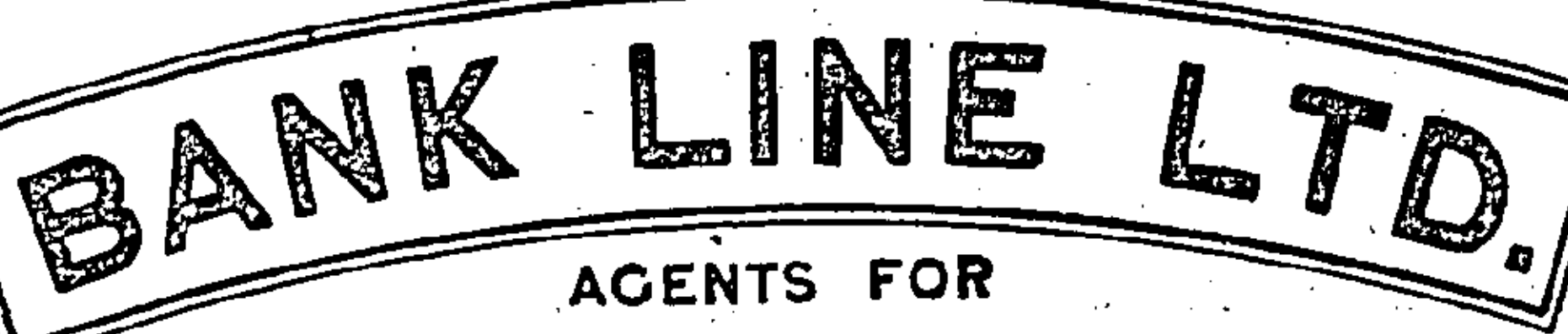
M.S. "BONNEVILLE" ... Sailing 12th June
 M.S. "CORNEVILLE" ... Sailing 14th July

Also issuing through Bills of Lading to Gulf and Atlantic ports, with transshipment at San Francisco to Luckenbach Line.

SOUTH BOUND.

M.S. "BRONXVILLE" ... due H'kong 20th sailing 21st June
 Acceptin. cargo for Manila, Java ports and Singapore.
 For Freight rates and all other information please apply to—
THORESEN & CO., LTD.

Queen's Buildings. Agents. Tel. 30257.



ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT		ELLERMAN LINE.
S.S. "CITY OF SHANGHAI"	London, Rotterdam, Hamburg & Nordenham	9th June
S.S. "CITY OF CORINTH"	London, Rotterdam & Hamburg	9th July

NEW YORK, BOSTON & BALTIMORE AMERICAN & MANCHURIAN LINE.	
S.S. "CITY OF BOMBAY"	10th July

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE	AMERICAN & ORIENTAL LINE.
M.V. "OAKBANK"	8th July
MAURITIUS & SOUTH AFRICA	ORIENTAL AFRICAN LINE.
S.S. "TINHOW"	August

Loading for Mauritius, Durban, Reunion, Delagoa Bay, East London, Algoa Bay, (Port Elizabeth), Mossel Bay and Capetown.
 Through Bills of Lading issued to Beira, Quillimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Monbassa, Kilindini, Port Nolloth, Luderiz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply—

THE BANK LINE, Ltd.

Telephone 27791.

CONSIGNEES' NOTICES

LLOYD ROYAL BEIGE S.A.
From ANTWERP COLOMBO and SINGAPORE.

The Steamship,
"KAMBOVE"

having arrived, consignees of cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after 12th June, 1930, will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before 19th June, 1930, or they will not be recognized.

All broken chafed and damaged goods are to be left in the Godowns where they will be examined on the 12th June, 1930, at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by,

THE BANK LINE, LTD.,
Agents.
Hongkong, 6th June, 1930

MASSEUR R. SHIMIDZU.
ASSEUSE S. HONDA.
ASSEUSE S. KISAKI.
Recommended for many years by Government Civil Hospital, Peak Hospital, etc., and by all the local doctors.

CONSIGNEES' NOTICE.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,
"PORTHOS"

Arrived Hongkong on Tuesday, the 3rd June, 1930.

From MARSEILLES, etc.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., whence delivery can be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after 12th June, 1930, will be subject to rent.

All claims must be sent to the undersigned before the Thursday, the 12th June, 1930, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard & Douglas at 10.00 a.m. on Saturday, the 7th June, 1930.

No claims will be admitted after the Goods have left the Godowns.

No fire insurance will be effected by us in any case whatever.

R. OHL.
Agents.
Hongkong, 3rd June, 1930.

MASSAGE HALL
MRS. S. UZUNOYE
Expert Masseuse
37, Queen's Road C, 2nd floor.

THE VOLUNTEERS.

ORDERS FOR THE COMING WEEK.

Hongkong Volunteer Defence Corps
Orders by Major H.B.L. Dowbiggin.
Hongkong, Fri., June 6.

1. Parade.

(a) Corps Band. Band Practice will in future be held on Mondays at 6 p.m. instead of 5.30 p.m.

(b) Corps Signals. Signal Class will parade at Corps Headquarters at 5.30 p.m. on Thursday, June 12th.

(c) Machine Gun Troop. Parade at Causeway Bay Stables at 5.30 p.m. on Thursday, 12th June for Troop Drill.

(d) Machine Gun Company. There will be a parade of all Officers and Section Sergeants at 5.30 p.m. on Tuesday, 10th. Instant at Headquarters.

(e) Scottish Company. Parades Thursday, 12th June 1930. Machine Gun Instruction.

No. 6 Platoon at Kowloon Dock under Lt. C. Duncan, M.B.E.

No. 7 Platoon at Headquarters 5.30 p.m. under Captain H. R. Forsyth.

(f) Portuguese Company. A Lewis Gun Competition will be held on Friday, June 13th. All members of the Company must make a special effort to attend.

2. Rifles and Bayonets.

All rifles, rifle slings, bayonets and scabbards will be handed into Store as soon as possible for the Annual Inspection by the Armourer.

All the above must be in a thoroughly clean condition when handed in.

3. Orders—Items For.

Cases have recently occurred of non rendition to Headquarters of items for orders. Company etc. Commanders will please ensure that any such items are rendered to the Adjutant by 9 a.m. on every Thursday. Nil returns to be rendered when applicable.

4. Parade Attendances.

In future Officers Commanding Companies etc. will inform the Adjutant in writing of the names of those who have attended each evening. This must be done immediately on the termination of each parade.

5. Strength.

No. 1569 Pte. E. J. Speirs, Armoured Car Company, Motor Cycle Section, has been taken on the strength and posted to the Unit as from 2nd June, 1930.

No. 1078 Pte. E. L. Vas, Portuguese Company, as from 4.3.30. Permitted to resign.

No. 1226 Pte. E. A. Souza, Portuguese Company, as from 3.5.30.

7. Hongkong Flying Club.

A copy of the Articles of Association of the Hongkong Flying Club has been received and may be seen on application to Adjutant at Headquarters.

It is hoped, in the near future, to form a Flying Section of the H.K.V.D.C. As the numbers of this Section will be strictly limited, application to join will be considered in order of priority.

W. H. G. GOATER, CAPTAIN, ADJUTANT, H. K. V. D. CORPS.

Soldiers' Club Billiards Tournament. The above will be held at The Soldiers' Club, Hongkong and the Corps has entered a Team from the Portuguese Company.

The dates are as follows:
1st. Round—July 3rd. and 4th.
2nd. Round—July 24th. and 25th.
3rd. Round—August 4th and 5th.
All members of the Corps wish the Team the best of luck.

Torquay is to have a new winter garden and extensive grounds and a large concert hall in the middle of the promenade. Subsidiary work on the £150,000 scheme will begin next month, but the main scheme will not be started till next winter.

TRINITY COLLEGE OF MUSIC.

RESULTS OF PRACTICAL EXAMINATIONS.

The following are the results (supplied by the local Secretary) of the Local Practical Examinations held in Hongkong on 2nd, 3rd, 4th, and 5th June. Where not otherwise stated the examinations are for Piano-forte. The examiner was Mr. Albert Mallinson, F.T.C.L. The total of marks required for a Pass Certificate is 65 per cent. and for a Certificate of Honour 80 per cent.

HIGHER LOCAL.

Honours.

Aurea Baptista 94

Caroline Braga 93

Anita Silice 88

Irene Ung 81

Francis Lau 78

Fuki Inouye 68

Pass.

Albert Edward Gutierrez (Violin) 83

Harold Clarence Leong (Violin) 80

Pass.

Lily Agnes Shearer 78

Iu Foon Kwan 77

Deolinda Gosano 73

Sumi Ishisaka 72

Olga Azedo 71

Gladys Florence Grimmitt 69

INTERMEDIATE.

Honours.

May Chan 93

Gertrude McNeillie 88

Beatrice Rose Cullen 88

Isobel Pestonji 82

Maria Helena Pinheiro 80

Pass.

Mary Braga 80

Doris Li 74

Annie Lee 73

Austra Miller 71

Maria de C. G. Gomes 69

Maria Branca Pinheiro da Costa 68

Hilda Alice Wood 66

JUNIOR.

Honours.

Pureza D'Eca 92

Hung Hing Lo (Violin) 85

Amparo Paulo 85

Agnes Laing 85

Amparo Karadag 84

Pass.

Grace Swan 78

Mary Alberts 77

Clement Leong 76

Marion Adam Tilley 76

Winnie Smith 76

Dora Ellis 75

Avelina Gosano (Violin) 73

Chi Yin Lee 73

Kathleen Mackay 72

Kathleen Chester 71

Alvena Laihovetsky 71

Luz Paulo 69

Margaret Chan 66

Violot Bradbury 68
Alfred Williams 68
Harold Clarence Leong 67
Dorothy Henderson 67

PREPARATORY.

Honours.

Irene Wai Lum 85

Maurice Rupert Leong 84

Sanas Ahta 83

Li Sui Yin 82

Wai Kwan Lim 81

Michiko Okamoto 80

Chung Yue Lai 80

Roy Kirman (Violin) 80

Beatrice Pestonji 80

Pass.

Edwina Rodgers (Violin) 78

Helen Leung 77

Caroline Braga (Violin) 76

Jean Alistair Bryson 76

Joseph Ernesto Antonio 75

Carmen Marie Alencio 75

Chung Chee Lai 74

Margaret Robsons Bell 74

Agnes Leong 74

Florence Grimmitt 73

Daisy Woo 73

Sek Cheung Lam 72

Julia Yau 72

Chang Oi Lai 71

Marian Winifred Gardiner 71

Margaret Gow 71

Stephen Lawrence Ozorio 71

Maude C. Braga 70

Mavis Rose Glendinning 67

Charlie Abbas 66

Shella Leung 65

Phyllis Irene Teale 65

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Clotilde Andrade 94

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Rachel Rego 90

Alice Leung 89

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Desmond Broad Hooper 86

Isabelle Hanley 84

Margaret Helen Macfayden 84

Mary Braga (Violin) 83

Alison Black 82

Elizabeth Rousseau 82

Jean Alice Letitia Hooper 81

Stanley To 80

Wai Ki Cheng 80

Alice Chan 80

Charles Morrison (Violin) 79

Wai Ki Li 79

Takako Aikawa 78

Bebe Koh (Violin) 78

Sachiko Aikawa 76

Charlotte Sanger 76

Mary Frances Wallace 75

Wai Man Cheng 75

Arend Pestonji 74

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Dora Chow 73

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Beatrice Kan 71

Maurice Kan 70

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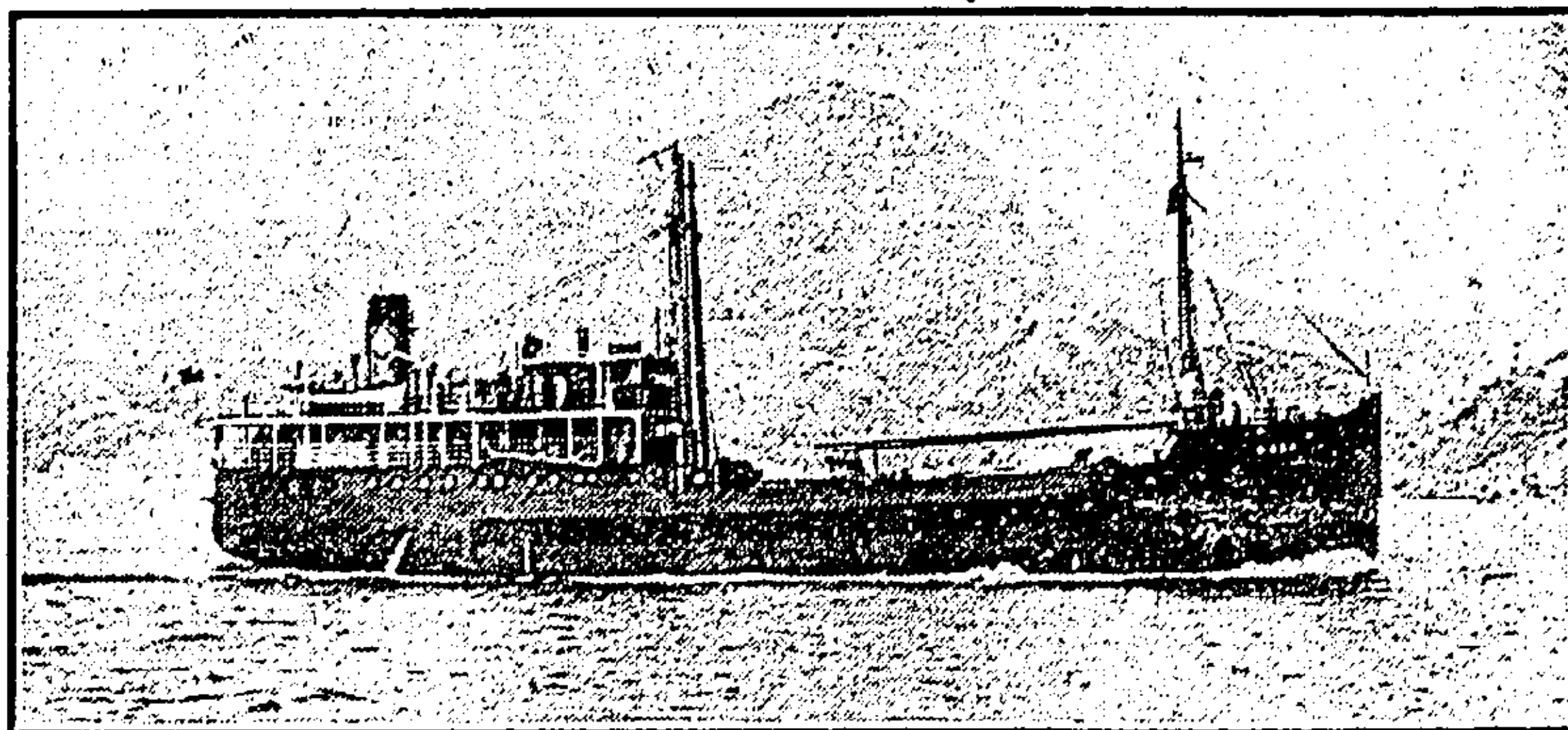
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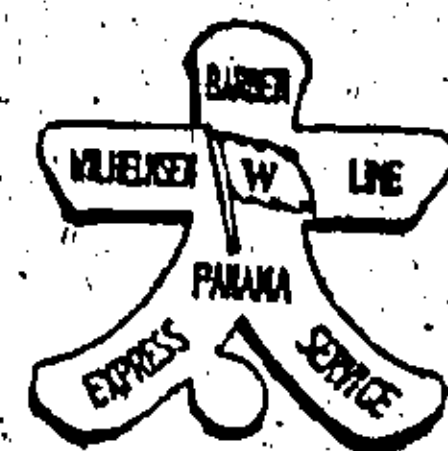
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RANPURA	16,601	21st June	Bombay, M'les & L'don
*LAHORE	5,304	28th June	M'les, L'don, Hull, H'bg, R'dm & A'werp
KARMALA	9,128	5th July	Marseilles, L'don, Hull, R'dm & A'werp

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Hongkong.

ARMY OFFICERS KIDNAPPED.

AN OUTRAGE IN INDIA BY
ACHAKZAI RAIDERS.

LADY A VICTIM.

Simla, June 6.
Major Farley and Captain and
Mrs. Frere were kidnapped to-day
on the Wuetachaman Road by
Achakzai raiders. Afghan troops
are now endeavouring to secure
their release.—*Reuter*.

Warning to Congress.

Bombay, June 6.
Shankatani, who was one of
Gandhi's right hand men in the
1921 non-co-operation movement,
has condemned Gandhi's campaign
as being uncalculated for, untimely and
ill-conceived, it having raised a
wall between Hindus and
Muslims.

He said Congressmen had so far
failed to make any impression on
the Government and were now
making efforts to drag in the
Muslims. He gave an assurance
that Congressmen would soon be
disillusioned.—*Reuter*.

Air Force Action.

Peshawar, June 6.
Considerable forces of Afridis
entered Peshawar district, with
the intention of attacking the
cantonnments, but local villagers
refused to join them, and many
of the Afridis withdrew.

Gangs remained, however, and
destroyed culverts and felled trees
on the strategic roads before
they retired.

The R. A. F. pursued and at-
tacked them; and later a column
marched out and engaged the
gangs the whole day.

The nature of the country ren-
dered their ejection from the dis-
trict exceptionally difficult, and
the troops sustained some casual-
ties.—*Reuter*.

Another Police Raid.

Bombay, June 6.
Three hundred police, armed
with lathis, and fifty armed with
firearms, under thirty European
police officers, surrounded the
Congress headquarters, for the
third raid since the civil dis-
obedience campaign was launch-
ed.

Six members of the war coun-
cil of the Congress Committee
were arrested, including the pre-
sident, Mr. Joshi.

Documents were also seized, in-
cluding the Congress Bulletin,
which has been published despite
official prohibition.—*Reuter*.

Official Resources Sufficient.

London, June 6.
In the House of Commons, Mr.
Wedgwood Benn replied to Sir
Austen Chamberlain that the re-
sources at the disposal of the
Indian Government for the preser-
vation of internal and external
peace were sufficient.—*Reuter*.

FOUR NEW LOCAL DOCTORS.

TWO LADIES INCLUDED IN
LATEST LIST.

The following names have been
added to the list of medical prac-
titioners:

Lam Chi Wie, 21, Bonham Road,
Bachelor of Medicine and
Bachelor of Surgery of the Uni-
versity of Hongkong.

Peter Pau Tak Kien, 15, Canal
Road, West, Bachelor of Medicine
and Bachelor of Surgery of the
University of Hongkong.

Miss Pau Choi Chue, 15, Canal
Road, West, Bachelor of Medicine
and Bachelor of Surgery of the
University of Hongkong.

Miss Parrin Ruttonjee, 39, Hai-
phong Road, Bachelor of Medicine
and Bachelor of Surgery of the
University of Hongkong.

KOWLOON'S NEW PLAYGROUND.

GOVERNMENT NOW INVITES
TENDERS.

The Government is calling for
tenders for the formation of a
new Children's Playground at Kow-
loon.

The work consists of the erection
of a stone and concrete shelter,
lavatory block, swings etc. and the
enclosing of the ground with a
wrought iron fence.

ZEPPELIN'S GOOD FLIGHT.

AROUND NORTH AND SOUTH
AMERICA.

The Graf Zeppelin has been moor-
ed, having thus completed a round
flight of South and North America
in three weeks.—*Reuter*.

ENGLAND'S TEST TEAM.

(Continued from Page 1.)

Hendren.—Making his debut in
1907, Hendren has scored over a
hundred centuries, the magic num-
ber being completed upon the occa-
sion of his third trip to Australia
in 1928-1929. Just before leaving
England on that tour he had
scored over 3,000 runs during one
season for the second time in his
career. In 1913 he made thirteen
centuries in one season and his
highest score of 277 not out was
put up at Lord's v. Kent eight
years ago. His previous best was
271 for the M.C.C. against Victoria
at Melbourne in 1920. Hendren,
who made a riot of runs for the
M.C.C. during the recent tour in
the West Indies was born at Chis-
wick on February 5, 1889.

Hobbs.—England's best bats-
man of recent years. In 1925 he
passed the record of centuries
(126) made by W.G. Grace. The
highest score he ever made was
316 not out at Lord's in 1926 in
the Middlesex-Surrey match. In
the previous year he made 16
centuries and passed the record
held by C.B. Fry, Tom Hayward
and Pat Hendren. Up to the end
of last season he had scored 170
centuries, 148 in England. Upon
four occasions he has scored a
century in each innings when play-
ing for Surrey. During his fifth
visit to Australia he scored his
twelfth century in Test matches
against the Commonwealth—an
easy first in the race for hundreds.
He first visited Australia in 1906.
He was born at Cambridge on De-
cember 16, 1882.

Larwood.—The fast bowler who,
as a lad, worked at a coal mine
at Annesley Colliery. He made
his debut in 1924 and at the end
of the season in 1926 he had not
only taken 96 wickets for Notts,
but had enjoyed the honour of
playing for England against the
Australians at Lord's and the Oval
in his 22nd year. He went to
Australia in 1928-1929, played in
all the Tests and took 18 wickets.
Larwood is also a useful batsman.
At Brisbane, in his first Test, he
made 70 and 37. Born at Nuncar-
gate on November 14, 1904.

Robins.—One of England's best
all round cricketers. He again
proved his worth to Middlesex last
year by taking 125 wickets and
scoring nearly 900 runs. On his
third appearance for Cambridge
in the Varsity match he scored 53
and 101 not out in addition to
capturing eight wickets. A goosy
bowler of outstanding ability.
Robins has justified his selection
for the Test team. He was born
at Stafford on June 3, 1906.

Sutcliffe.—One of England's
leading batsmen. Before making
his first visit to Australia he at-
tracted chief attention in domestic
cricket but his success down under
in 1924-1925 brought him into
world wide prominence. During
that season he not only scored 116
in the second innings of the first
Test at Sydney but followed it up
with 176 and 127 at the following
test in Melbourne. His Test
aggregate of 734 (average 81.55)
represented a world's record until
Hammond broke it in 1928-1929.
Upon nine occasions have Sutcliffe
and Hobbs put up century partner-
ships for the first wicket on behalf
of England v. Australia. Born at
Pudsey on November 25, 1894.

Tate.—Has not only proved to
be a greater bowler than his
father and an indispensable Test
match player, but one who can
take the other side's bowling by
the scruff of the neck and make a
fool of the other fellow's craft.
Proof of his versatility lies in the
fact that at the end of the 1925
season he had established a re-
cord by taking 200 wickets and
scoring 1,000 runs for three years
in succession. On his first visit
to Australia he took 38 wickets—
a record for the Test series. Born
at Brighton on April 29, 1895.

R. Tyldesley.—Although he
visited Australia in 1924 and 1925
his best bowling has been in
England. Against South Africa,
for instance, he appeared to
advantage in four of the five
matches. Four times he has taken
eight wickets in an innings, and
on numerous other occasions seven
of the ten. Is also a very clever
fielder, and while known as a
bowler, can also wield the bat to
good effect. Born at Westhoughton
on March 11, 1898.

White.—The famous left arm
slow bowler who visited Australia
in 1928 and 1929 and amazed the
Commonwealth with his skill and
stamina. His harvest of wickets
began in 1913 when he captured
93. From 1919 down to the end
of last season he has captured in
England over a hundred wickets
in each of the eleven seasons.
Has played for England on many
occasions, and in Australia has
captained the English team. Can
also score runs, his highest being
192 against Nottinghamshire. He
is on the Selection Committee.
Born at Holford on February 19,
1891.

Woolley.—The best left hander
at the present time—a magnificent
driver, strong on the leg side and

COMMONS DEBATES RUSSIA.

QUESTION OF PROPAGANDA
DISCUSSED.

LABOUR'S ATTITUDE.

London, June 6.
The House of Commons has
adjourned for the Whitsuntide
Recess until the 17th instant, after
a debate on Russia, raised by the
Conservatives.

Mr. Arthur Henderson, replying,
said it was vitally important to
facilitate trade between ourselves
and countries where there were
potential markets. He declared
that the breaking off of relations
would not alter the position re-
garding propaganda in the
slightest.

Continuing, Mr. Henderson said
that to outlaw a country like
Russia would have no effect upon
European or world peace. He did
not think any one would dare to
challenge that. Supposing the
Labour Government had broken off
connections with Russia, it might
have stopped the flow of orders
that were beginning to come in
and which were likely to come in
in increasing degree for a few
months.

He was not going to try to per-
suade the House that propaganda
was not going on, but he had to
bring the propaganda home to the
Soviet Government before he could
take action. If this or any other
Government at this stage protested
to Russia on the question of pro-
paganda without being satisfied
that the Russian Government were
responsible for instigating or
financing it, they would not be
worthy of their position, and, so
far as he was concerned, he would
not be a party to the Government
taking such a step.

While the Government had re-
sponsibility and must consider
Russia in its relation to world
peace and British trade they must
be the judges in the first instance
of what had happened. The
Government had, moreover, set up
machinery in connexion with this
matter. Having set up this
machinery, they would at the right
time take appropriate action. One
would have thought that the mere
fact that the Government had in-
dicated their dissatisfaction with
the present position and set up that
machinery would have given satis-
faction to members of the House.
The result that they all desired
was to bring about a cessation of
propaganda and satisfy themselves
if it continued that a Power with
whom they were in friendly re-
lations was not responsible. He
asked the House to continue its
confidence. They were determined
that the machinery they had set
up should test all informations.—
Reuter and British Wireless.

NATIONALISTS IN JEOPARDY.

(Continued from Page 1.)

All business connexions be-
tween Shanghai and Changsha
have been suspended since the
receipt of news of the fall of the
city and some cargo boats on their
way to Changsha from Hankow
have returned to Yochow and dis-
charged their goods there.

Extensive troop movements on
the Hupeh-Hunan frontiers in-
dicate that a big battle will take
place there and Nanking messages
state that Marshal Chiang Kai-
shek may personally lead the
Hankow and Wuchang troops to
defend Hupeh.

Shanghai, June 6.
A report from Changsha states
that 4,000 Kwangsi-ites entered the
city to-day, which is very peaceful.
It is reported that General Pei
Chung-hsi has arrived and General
Li Chung-yen is expected shortly.—
Reuter.

The police last night received a
report from the Naval authorities
to the effect that Frederick Thomas
Hone, a First Class Stoker, of
H.M.S. Suffolk, has been missing
from his ship since seven o'clock
on Thursday morning.

A past master of the square cut.
Scored the hundredth century of
his career last season. Has visit-
ed Australia as well as South
Africa on three occasions. His
highest score is 305 not out for
the M.C.C. against Tasmania in
1911. His highest in England is
270 against Middlesex in 1923.
Upon four occasions he has scored
more than 2,000 runs and with
his slow left hand deliveries
taken more than a hundred
wickets in one season. Born at
Tonbridge on May 27, 1887.

Come On! Join the Party!

LOVE, laughter, gaiety, music...
they're calling to Youth... and
Youth joins the party, heedless of
to-morrow... here's the picture the
country's talking about... don't
miss it!

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champion retains title. Girl breaks
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in history of France.

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LILY DAMITA



LON CHANEY



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STAR FINAL SHOWINGS TO-DAY
At 2.30, 5.30 & 9.20